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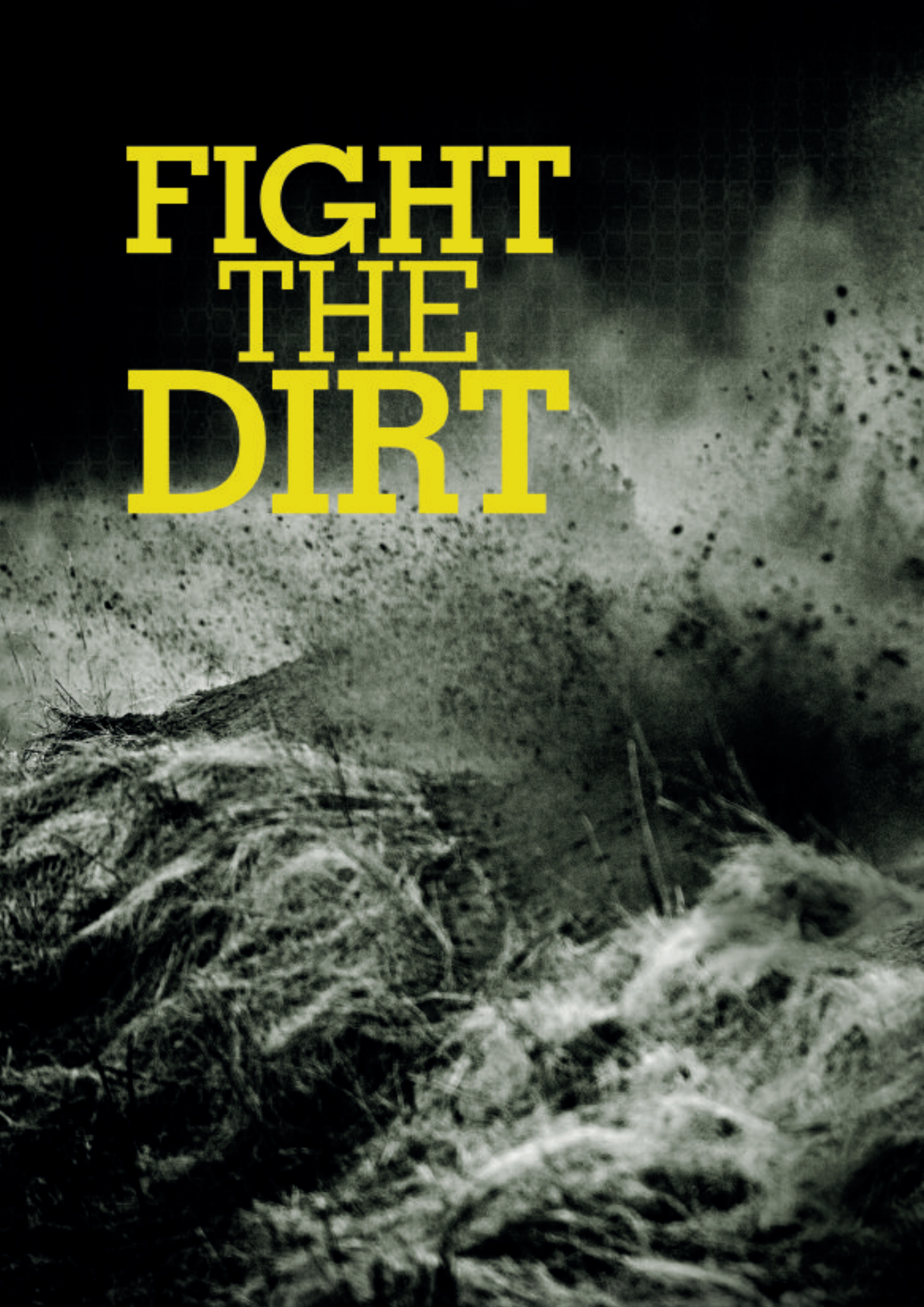
Shaun Simpson ploughs through a Beto Carrero berm on the factory TM  
© Ray Archer

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We get up close n' personal with Troy Lee Designs Honda rider Cole Seely at Hangtown  
© Frank Hoppen



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# COMMENT

**A**lthough it quite often gets a bum rap for killing the cat I reckon that curiosity is nothing but a good thing. I mean, it's most likely curiosity that led Matt Bates into pondering what would happen if he took his pro motocross series down to the beach and it's curiosity that led to the biggest crowd of the season so far into going and checking it all out.

Of course, there was plenty of top-notch promotion and hard work went into making it all happen but I can't help but think that the one thing that made this event so special was the fact that it was a curiosity in itself and as well as attracting the general population's curiosity it had hardcore motocross fans wondering how it was all gonna pan out too.

Potentially that mix of ace advertising and curiosity could have backfired if the event itself was sh\*t. As it turns out it wasn't and although I wasn't there to see for myself – which in itself is also something of a curiosity – I'm told that the track was ace, the racing sublime, the sideshows superb and everyone ate it right up. Awesome.

One of the things the e22 Sports crew boasted about after the event was the fact that 298 first-time riders got a taste of the sport with their MX Try Out sessions. While that's not gonna equate to 300 dirt bikes and associated kit being sold tomorrow it's definitely a step in the right direction because as we already know – to try riding off-road is to love riding off-road.

But even when someone's got the bug, starting to ride or race off-road is a pretty tough task for the Average Joe to get their heads around. For starters there's the expense of it all, the logistics of carting a bike about and then also the complete lack of legal riding areas that are suitable for novices. With space at a premium how many practice tracks cater for out and out beginners or riders who aren't armed with out and out race bikes?

And as an industry I think we're all a little guilty of assuming that newbies are gonna want to splash a serious amount of cash so they can try and ride a bike they're scared of riding around a track that's equally as terrifying.

A wiser man than me – and also somebody who's much more proactive when it comes to putting new bums on dirt bike seats – opened my eyes to this problem some time ago. I'm on about Wheelodon Off-Road Centre's Jim Savery. He reckons (and I've slept once or twice since our chat so I'm not gonna try and quote him word for word) that we need to promote fun/trail-style bikes more – like the youth-sized

DR-Zs they use for the e22 MX Try Outs – as they're the ideal weapons for new riders to learn the ropes on.

Now obviously you couldn't compete against a big-wheel RM85 with a DR-Z125L or a SX65 with a DR-Z70 which is why Jim reckons it would be cool if clubs ran non-competitive riding sessions for kids armed with these kinds of bikes in between the normal blocks of racing. That way they get to enjoy themselves and learn lots about riding before embarking on a racing career – that's if they still want to.

Thinking about it that's kind of what the ACU Youth Division had in mind when they launched the Automatic class back in the late '80s. Back then six to nine year olds had two choices of bike to ride – a Yamaha PW50 or Honda QR. Neither was particularly speedy but they still gave youngsters a thrill and a great introduction to the racing game. All was well and good until Malaguti produced something a wee bit faster and from that point things got more and more out of hand until we're now at the point where the Auto class is one of the most competitive and highly-tuned bikes rule the roost – bad times!

Another industry insider with a great idea for making our sport somewhat better is The Mudshack's Nick Selwyn. He's on a crusade to get everyone to voluntarily register their off-road bikes with the DVLA so each and every off-road bike in the UK has a V5 registration document – eventually ensuring that bikes cannot change hands without one.

He reckons if all the manufacturers sold new bikes with a V5, all second-hand bike dealers registered their stock with the DVLA and all other owners did likewise then that would be a start. After that he'd like to see a 'No V5, no ride' policy operated at race meetings and practice tracks. He's currently speaking to the major governing bodies about making this a reality and if it were implemented it could go a long way to cutting off-road bike crime.

Okay, the scheme isn't going to stop bikes being stolen but if we all got into the habit of using and relying on V5s then it would make a stolen/unregistered bike much harder to sell on and also inadvertently increase the chances of registered stolen bikes being reunited with their real owners. Each and every Post Office carries a stock of V55/5 forms so get ahead of the game and get your ride registered right now!

*Sully*



The Weston-super-Mare Pro Nats more than entertained the bucket and spade brigade

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0844 292 0216

One year: UK £30

Europe: £49.30

Rest of the world: £65

**PUBLISHED MONTHLY BY**

**JP Off-Road**

**PRINTED IN ENGLAND BY**

**PCP, Telford**

**CIRCULATION**

**Comag, Tavistock Road,**  
West Drayton,  
Middlesex UB7 7QE  
01895 433723

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While Luongo wants to lessen the capacity of MX1 machines this is probably pushing it a bit



© suzuki-racing.com

Stribos let slip Suzuki were considering a mid-season switch to the AMA series

# MacNEWSH<sup>PAW</sup>UND!

FLYIN' BRYAN'S TAKE ON THE TOP OFF-ROAD TALES FROM AROUND T'WORLD...

**S**urprise, surprise but Luongo is at it again. Each month this section of the magazine could be renamed 'Giuseppe Fantasia – living IN the dream'. I'm sure he sees the world with cartoon birds, candy houses and talking bunny rabbits that sh't chocolate raisins. Just recently he unveiled his new plans for the "growth" of the world championship and in as brief as possible style these are his preposterous propositions.

The new 108 per cent qualifying rule – that was imposed at the first round of this season's world championship – has now been scrapped due to a few more than capable riders failing to make the cut and therefore effectively not qualifying for one reason or another.

Renaming the MX1 class to MXGP – MX2 will remain the same.

Proposing that the MX1/MXGP class be changed to a maximum of 380cc machines (for 2015). This is, he believes, for the good of the future MX2 riders that are forced to move up to MX1 due to the current age ruling that he imposed. He feels that only a handful of riders can ride 450s to their full potential and for the young pups moving into the class that's possibly the reason why they struggle to make an impact on the already established MX1 riders. This will have to be cleared by the manufacturers though as they will need to support it and essentially make 380s but in my opinion unless California go for it (which I doubt) then it won't take off.

And to prove the point of his

previous theory that only the world's best MX riders can ride 450s properly he's gone out on a limb and is offering up some free entries into the 2014 world MX1/MXGP championship. He's offering privateers the opportunity to come along to Matterley Basin and take part in a free practice and then a timed qualifying session free of charge. Any rider – who must be a privateer not on a professional team and also ride a 450 – who can put a time within 110 per cent of the top 10 MX1 GP riders in an exclusive timed session will get a free entry into the entire GP season for 2014. In all fairness that's pretty good of him and I'm sure he doesn't normally show that sort of generosity – even at Christmas.

Also in his plans are a change to the format of the current GPs. Being proposed is to keep the existing two moto format for both MX1/MXGP and MX2. But the first motos for each class will be shorter with only the top five scoring points. These motos will then be followed by a full length second/main moto and the winner of the GP will be determined solely on the result of this final moto! He believes this will make it easier to follow on TV. While we're on the subject of TV the aired action will be cut to one hour for each round. A short MX2 highlight portion will be followed by the live showing of the second/main MX1 moto.

And finally there's the potential to have more overseas races too as on top of the trips to Qatar, Thailand and Brazil there are negotiations with promoters in

India, Argentina and Mexico (again). "Insert a one eyebrow raised emoticon here!"

Buildbase Honda had a Stevie clear out last month as both Sword and Ramon prematurely finished their racing services with the Dave Thorpe run outfit. Swordy hung his 33-year-old racing boots up not only for the season but his career. After a tough year results wise up to now he admitted that he hasn't been giving his racing the attention and preparation that it requires to run up at the sharp end.

Let's not forget though that Swordy still has the skills to pay the bills though and he led the MX1 class at the RBPNs last season until a shoulder injury at the sixth round. But due to his new busy schedule with the hugely popular Honda Off-road Centre, although bike riding is still a massive part of his working week it isn't the sort that he feels he needs to be able to race at his full potential and something had to give. But nonetheless hats off to Swordy on an outstanding career.

The other Stevie got handed his P45 I think after underperforming by everyone's expectations – likely including his own. Ramon was finding it tough to come back to form after a near career ending injury just a couple of years ago but with the greatest of intentions from all, it just never worked out for super smooth Steve and it doesn't seem like there were any hard feelings...

To fill one of the vacant seats Buildbase are bringing in Adam

Chatfield who they won the British Arenacross championship with for the Foxhill Maxxis round. It will be exclusively for one round only though as Chatfield puts bread on his table by racing in Brazil and is contracted to race for the Honda team over there.

On a positive note was the absolute raging success of the Red Bull Pro National at Weston-super-Mare. What an event! It's safe to say that there's never been an event done like that before. Sure Weston has the beach race each year but the e22 guys really nailed it and totally delivered with their philosophy of taking motocross to the masses instead of the other way round.

With the novelty of having all your local amenities within walking distance, the hard standing pro paddock, the absolutely sick track design, the entertainment that was put away from the track, the ridiculously cool podium and even the bloody weather – you couldn't fault it.

After the factory Rockstar Energy Suzuki world championship team of Clement Desalle and Kevin Stribos announced it would be racing in the second and third rounds of the AMA Nationals, last season's British MX1 champion KS22 let it slip that there had been the possibility that the duo could have competed in the whole series after the US Rockstar Suzuki team lost their top boy – Davi Millsaps. Clearly the negotiations fell through but the fact that it was even considered after six rounds of the world championship leaves plenty to ponder...







With coaching from legends like Jeff Emig, Ricky Carmichael and Jamie Dobb the RCU is an epic experience



# SUMMERCAMP!

IT'S TIME TO SIGN-UP FOR THE WORLD'S #1 RIDING SCHOOL – THE RICKY CARMICHAEL UNIVERSITY...

Words by Adam Wheeler Photos by Ray Archer

**A**fter a successful first visit to the UK last summer by the Ricky Carmichael University the second overseas edition of the exclusive schooling experience will happen again on July 11/12. RCU Europe will again be visiting FatCat Motoparc in Doncaster where RC and his team of top coaches will put students through their paces and most certainly teach 'em a trick or two. We hooked up with the SX and MX legend to speak a bit about coming to Europe again, plans for expansion and how even former AMA and World MX champ Grant Langston is joining the team.

**DBR:** Ricky, so you're heading to Europe again...

**RC:** "Yeah, and one of the things I love about coming to Europe is that the fans are so loyal – and so into the sport. They don't go along because it's something to do on a Saturday. It's cool that they're so passionate."

**DBR:** European fans and riders were able to sample RCU for the first time last year. What would you say to people who have not yet attended and are thinking about it?

**RC:** "You know, I love giving back to the sport and it has lead to the Ricky Carmichael University programme. It is like an 'experience'. I have all my sponsors involved with Monster and Fox and we have giveaways and the whole deal.

"We don't want people to think that

we are just there to turn up and take the money. We want them to learn something and to have a great experience around us and throughout the day. We want the parents of the kids to have learned something and riders of all ages to come away having had a great time, got some cool gifts and gained knowledge.

"We also have the personalities involved with myself, Jeff Stanton, Jeff Emig and Grant Langston this year. I think we have tapped into something really cool and I have a great time doing it and I think everybody involved does. In the end it is all about the experience – making riders better and helping them achieve their goals."

**DBR:** How will the second European edition be a bit different to the first?

**RC:** "There are always things you can do better... that's human nature. I feel that we set the bar pretty high last time so we at least need to keep it where it is! I think we'll change a few small logistical things and I believe we have a pretty good routine in terms of giving each individual rider their own bit of time with all the instructors. For the first few Universities in the US I used to just float around but I will now keep on working a specific section and that way I will get time with everybody. That's important to me. I want people to feel like they have gotten their time."

**DBR:** What about taking RCU to other countries in Europe?

**RC:** "I think there is a big market for it over in Europe and we're working on it but the biggest thing that worries me is the language barrier. There is so much dialogue, talking and explaining going on that I don't want any of it to get lost in translation – it would be horrible. I know we could do it in a lot of cool places like Belgium, Holland and France but there is a lot of talking!"

**DBR:** Some kids from other places in the continent might feel like they are missing out...

**RC:** "You're exactly right! More European RCUs are definitely on the radar and we've had some serious talks about but we just need to figure out a way we can effectively convey our message. My biggest fear is coming over there, making the experience but people getting 'lost' because we're talking too fast or there is a just a breakdown of understanding. We talk a lot because it's the only way to convey how, where and what you should be doing for better results. It [more Euro RCUs] is definitely an avenue we want to go."

**DBR:** RCU seems to be getting bigger and more established... no slowing down for you then just yet?

**RC:** "Yeah! But if I put more RCU on the table then I can turn down a lot of other things. I won't be bogging myself down. My summers are pretty flexible and the only time it gets a bit crazy is during supercross season but I'll do

## STAR STUDENT!

WHAT J-LAW RECKONS ABOUT THE RCU...

If you need even more convincing that attending the Ricky Carmichael University is a good idea then just read what British championship contender Jamie Law had to say about his visit to the school last summer....

"When I turned up it was kind of unbelievable that some of the fastest riders in the world from various different eras were there coaching. After introductions we did a warm-up session around the FatCat race track and then got split into groups based on riding ability. We then did sessions with each of the coaches – picking up plenty of pointers.

"Overall it was a great day. I think the groups were about the right size and we all got plenty of attention – we'd get pulled in from time-to-time and taught an extra thing or two. Because it was quite limited on time you had to really listen and think about what they were telling you. Even so I think riders of all levels would benefit equally from the RCU.

"Although it was quite a lot of money to attend for the average guy I think if you've got the money then go for it because it really is the opportunity of a lifetime."



everything in moderation!"

**DBR:** What about Grant Langston joining the team? A rider with a lot of experience but with Jamie Dobb helping with the European set-up there is a bit of juicy history there after their tussle for the 2000 125cc World Championship...

**RC:** "There is some history there! But we all grow up and we're all adults with children now. I think Grant brings a lot to the table. He's a former World and national champion and is very articulate. He's great with people and that's what it's all about – to be able to give that personal feeling. Having GL onboard is a win-win for us."

**DBR:** How do you feel about going back to FatCat in July?

**RC:** "I'm really excited about going back. Everybody at FatCat and those that assist us over there like Jamie and his wife Naomi and a few other people behind the scenes helped with a phenomenal first experience. We did get lucky with the weather in the UK and I hope it will be the same this year. The track was great and the best part was seeing all the smiles on the faces."

To learn more about RCU Europe type [rcu.hookit.com](http://rcu.hookit.com) into your web browser and surf your socks off! Or if you have specific enquiry drop an email to [rcueurope@rickycarmichael.com](mailto:rcueurope@rickycarmichael.com) or pick up your telephone and call 07545 641354.



# RED ROCKET!

## 2014 CRFS LAUNCHED

**H**onda are the first Japanese manufacturer to release images of their 2014 models and early indications are that they've got something a little bit special for MX2 class riders.

The 2014 CRF250R has a new low-centre of gravity aluminium frame, updated fork, new swingarm and a new shock and linkage n'all so handling should be sweeter than The Bear's arse. The motor has been heavily breathed upon too and has a new high-compression piston, cylinder head and porting along with dual-stage fuel injection timing that offers crisp to mid-range power.

Next year's CRF450R gets some tweaks n' tickles too – new ports, fuel injection system mods and a redesigned silencer that's said to boost torque and increase throttle response too. Aside from that it's pretty much the same as the '13 which is cool because that's one of our test team's favourite bikes of all time!

With the MX2 missile now upgraded too we know that Ed Bradley can't wait to put it through its paces. Expect a full n' frank test real soon!



# WHERE'S REED'S SPEED?

## A MYSTERY ILLNESS ROBS THE 2009 CHAMP OF HIS MOTOCROSS MOJO...

**E**ver since his return to the AMA National circuit in 2009 – resulting in his only outdoor title – Chad Reed has really enjoyed racing the Nationals. He even led the title in 2011 up until his infamous sky-high crash at Millville late in the season. After a disappointing supercross series where he struggled to even get on the podium, Reed decided to get his knee cleaned up before the Nationals started so he could make a good run at that championship.

However, his struggles continue. Only now it's reportedly a mystery illness that's got him lacking energy and fighting nausea whenever he tries to eat on race day. He pulled out of the second moto at Hangtown because of the illness after struggling to 10th in the first moto. And from there it has only gotten worse.

Although he held on to finish both motos in Colorado he did even worse, landing 23rd and 21st in the two motos and getting lapped both times and scoring zero points on the day. He's not a quitter and he has obligations to his sponsors and fans to be at the races but if he can't figure out what's ailing him it's hard to imagine him finishing the final 10 rounds of the series.



# WIN! WIN! WIN! WIN!

## A YEAR'S SUPPLY OF RIP N ROLL GOGGLES...

**G**oggles are an ultra important part of any racer's kit and since it's imperative that you're ready to rip in all conditions British goggle manufacturer Rip N Roll have got your back. That's right, these boys and girls have got peeper protectors to suit whatever weather conditions Mother Nature can throw your way – with tear off, roll off and XL roll-off combos ready to rock on their stunning Hybrid range of goggles.

To celebrate their all-round awesomeness – and our great looks – we've hooked up with Rip N Roll to offer one lucky a reader a year's supply of Hybrid goggles. That's a prize package worth almost £300! That basically boils down to six pairs of race-ready goggles – two standard packs that come with a detachable trim, detachable nose guard, goggle bag and 10 tear offs, two Fully Loaded racer packs that come with all that plus roll offs and two further sets that come with XL roll offs. Basically, there's enough there to last you the

rest of this year and probably 2014 n'all.

To be in with a chance of winning this whopping prize we want you to answer an oh-so easy question that's been deliberated over by a hand picked panel of question pickers. And the question is this – which MX1 rider is currently leading both the Red Bull Pro Nationals and Wulfsport British Masters championships and religiously runs Rip N Roll goggles?

**Is it:** **A: Jeremy Whitley**  
**B: Kristian Whitley**  
**C: Christian Bale**  
**D: Christian Slater**

If you know the answer log on to our website – [www.dirtbikerider.com](http://www.dirtbikerider.com) – and follow the competitions link in [dirtZone](http://dirtZone). The first correct answer randomly drawn from the stack of correct answers will have the prize delivered directly to their door!







# YAKETY YAK

## MIND GAMES!

JAKE GETS QUITE DEEP AS HE EXPLAINS HOW MENTALLY TOUGH IT CAN BE TO CHASE THE DREAM OF BEING A GP CONTENDER...

Words by Jake Nicholls Photo by Ray Archer

**H**i everyone – hope you're all doing good. My yo-yo season has continued this last month and I'm really not pleased with how it's all gone this year. I've worked hard and not cut any corners at all but it's literally been up n' down since Qatar.

It's frustrating for me because throughout my pro career that's never really been my style – I have always kinda been the guy who keeps banging consistent results in throughout the season. Don't get me wrong I know I've had a good share of injuries but they have been for the most part in my schoolboy years.

So it's hard for me to run through this season so far in my head and put my finger on why it's been so up and down. My mentality hasn't changed, I still have the never give up, determined attitude. A few people have suggested that I have maybe put too much pressure on myself but I don't feel that way. I just go to the races to do my best – but that's always been the case.

Maybe it's been tough for me to handle the mental side of being at the sharp end of the pack but all this is stuff that I don't feel. So maybe I have put pressure on myself and got worked up about it all but I don't feel like that, if you get what I'm saying. But in all honesty I don't plan on changing a thing because I am riding the best I ever have and my speed is good – things just need to come my way a little I guess.

I genuinely put every ounce of effort into my racing. I literally eat, sleep and breathe it so it hurts mentally when it doesn't go well. I felt so bad when it went wrong in Brazil, knowing how much effort, time and money had gone into getting the team and I there only for me to crash and for it to all go down the drain. I was genuinely sad from that.

They know as well as Blu knows how much effort I put in and that on the track I give 100 per cent all the time so for them it wasn't the end of the world. But I had a much worse feeling about it, maybe like them I should just sit back and think 'ah well, I've tried my hardest and it didn't go my way' or something along those lines but I genuinely cant. It's a horrible feeling and something I like to stay away from. I guess it's the polar opposite of standing on the podium and not only thinking 'you legend, well done – tap on the back for me' but also thinking 'yes we did it, they helped me get up here and I couldn't have done it without them'.

I'm writing this to give you an idea as to why, not all of us, but some of us professional riders don't always come across as being that happy, in person or through the media. It's not just a job for most of us – it's a passion that hurts you when it goes wrong. Obviously it's business for a team – and a rider too – so there is that aspect to it but I must admit I'm lucky to be on a

very good and professional team that never brings the business/money aspect into things.

Although this season has been tough on me so far, I'm no where near giving up on it and each blow gives me a second wind of motivation to put it right next time. And as I said before I'm riding well and enjoying riding and racing my bike every time.

After my first race third in Brazil we then lined up for the sh\*tte Super Final race. I got a good start and came around the first few corners in eighth – and second MX2 bike – so it was looking good. But half a lap later I hit a double jump – in the same way as I had for all of the first race – but as a 450 rider cut my line off a bit I had to seat bounce the jump which was no biggy as I had done it before.

As soon as I took off the front just dropped though and I'm not sure why – maybe there was a slight kicker or a rock but man it pitched me. I thought I could maybe hold on and save it but it just threw me off the side of the bike and I flew on to my back. I got up right away and pushed hard through the pack and caught up with Mel Pocock after four laps or so and we battled for a couple laps then our lines crossed exiting a corner and my front wheel caught his back wheel. In the impact my front disk was destroyed and that was my race over. I had no hard feelings with Mel as it was a racing incident and he came over straight away and apologized which was really professional of him.

After a bad race I like to escape, not see anyone and hide from the team and the people I feel I've let down but at the overseas races it's not possible because you have to go in the car with them, eat with them, fly home the next day with them and Christ I find that difficult.

We left Brazil at 8am on Monday morning and arrived in Belgium at 4pm on Tuesday – one hell of a trip. On the Thursday I rode a 450 for 15 minutes in a hail storm to prove to Jacky Martens that I could ride one safely. Then we drove home to the UK that night. I've been here for a few days now which is nice although I head back at the end of the week for a Belgian championship round at Kester where I'm racing the 450 for a bit of fun. I feel pretty good on it as I've been riding it here all week but I know racing one will be a different ball game. I'm still looking forward to it though.

Cheers for reading. I know it's been a bit deep for me but I thought it might be interesting.

Go hard #45!



## TAI PRIDE!

WOFFINDEN WINS CZECH GP...

**S**unthorpe's Tai Woffinden takes an outstanding win in the Czech Speedway GP to inch within a point of the lead in the world championship standings. Tai's in dominant form all night in Prague taking six wins from seven starts to edge closer to Russia's Emil Sayfutdinov in the race to the title. It's Woffinden's first ever GP victory and he now heads into his home round in the Millennium Stadium at Cardiff on a real high. As the only UK resident in full-time world championship competition Woffinden will be joined in Cardiff by British wildcards Chris Harris, Josh Auty and former youth MX star Craig Cook.

## SERIES STANDINGS

SPEEDWAY GP

1	Emil Sayfutdinov	55
2	Tai Woffinden	54
3	Jaroslav Hampel	46
4	Nicki Pedersen	45
5	Tomasz Gollob	43



## STOPPED!

HERLINGS' 100 PER CENT RECORD BLOWN TO PIECES...

**J**effrey Herlings' run at a perfect season was finally stopped in Brazil and although Jose Butron will go down in the history books as the rider who beat him in the Super Final, Herlings was actually stopped from winning the race by MX1 wildcard Jean Carlo Ramos who clobbered him coming out of turn two. Herlings charged to second in class then found himself hindered by several MX1 riders and later claimed on Facebook that he 'gave up [in] second moto' saying it's 'like riding with a Smart [car] against a Lamborghini'. That's yet another MX2 rider who hates Super Finals then...

## CH-CH-CHANGES!

YOUTHSTREAM AND THE FIM MIX THINGS UP – AGAIN!

**W**ith the prospect of less than 20 starters in each class at the Brazilian GP, Youthstream and the FIM quickly kicked out their own 108 per cent rule that was designed to ensure super-slow locals weren't able to line up for Sunday's points-payers. Fortunately only a couple of snail-like South Americans tried their luck and the majority would have made it under the 108 per cent limit regardless – although an LCQ with just six riders would have been a bit of a joke. As it was the race was scrapped in favour of a timed session instead. That saw nine riders battle it out for the four remaining Super Final starting spots and was won in convincing fashion by Davide Guarneri...





## SERIES STANDINGS

### MX1

1	Tony Cairoli	330
2	Gautier Paulin	278
3	Clement Desalle	267
4	Ken de Dycker	245
5	Kevin Stribos	220

### MX2

1	Jeffrey Herlings	347
2	Jordi Tixier	257
3	Jose Butron	218
4	Glenn Coldenhoff	214
5	Christophe Charlier	198

Cairoli just keeps  
on keeping on

# BRAZILIAN BLEND!

THE GP ELITE MIX IT UP IN PORTUGAL AND BRAZIL...

**F**rom Agueda in Portugal to Beto Carrero in Brazil, the 2013 FIM Motocross world championship keeps on trucking with series leaders Tony Cairoli and Jeffrey Herlings both extending their already healthy points leads.

Cairoli starts the month with an uncharacteristic crash. While chasing Gautier Paulin into the final lap of Agueda's opening moto the Italian KTM star gets cross rutted and is catapulted from his machine. Fortunately for Cairoli he's unhurt and only loses one place to Desalle before remounting and finishing third. He bounces back to win moto two but loses the overall to the Frenchman who runs 1-2 on the day to take his second GP win on the bounce.

There's no chance of a threepeat though as Cairoli is definitely dominant in Brazil running 1-1 while Gautier can only manage a 4-4 scorecard. Joining the #222 on the podium in the Frenchman's absence are Rockstar Suzuki teamsters Clement Desalle (3-3) and Kevin Stribos (6-2).

With seven rounds in the bag the championship looks a little something like this. Cairoli currently leads the way

on 330 points – 52 clear of Paulin who has an 11 point advantage over Desalle. De Dycker and Stribos round out the top five while Tommy Searle is sixth.

For Searle it's a month of definite improvement and despite some bad luck that cost him points – a silly slip off in Brazil and a broken finger in Portugal – it's obvious that he's beginning to feel a tad more settled in the MX1 division. A 6-4 8-9 run of results aren't quite what he was hoping for at the start of the year but at the same time are really solid. At the risk of sounding like a broken record expect Tommy to stand on the podium sooner rather than later.

Shaun Simpson is currently tied with Joel Roelants for 11th – that's a rise of five places from his ranking last month of 16th – after taking his TM to 11-10 and 13-10 finishes. Jason Dougan scores points in Portugal but after suffering a big off at Milton Park's Maxxis round doesn't take the trip to Brazil. He currently sits 21st in the series standings, just behind STR KTM's Matiss Karro who scores a solitary point in Portugal before having a huge crash in race two and plonking himself back on the injury list.

Brazilian-based British Arenacross champ Adam Chatfield also makes an appearance in Beto Carrero and runs 16-14 for a stunning 15th overall which sandwiches him in between Brit based foreigners Tanel Leok and Jonathan Barragan on the day.

It's another solid month for MX2 pace-setter Jeffrey Herlings who despite losing his unbeaten record in Brazil – see separate story – still extends his points lead from 65 to 90 over team-mate Jordi Tixier who is his closest challenger for the title. Although Tixier holds on to second in the series standings it's actually Jose Butron who's best of the rest this month with a 3-6 6-1 run of results for a 75 point haul.

Tixier is this period's third best scorer with 72 and then it's Monster Energy Yamaha's Dean Ferris who runs 6-2 in Agueda and 7-5 in Brazil. These solid results see him leapfrog Max Anstie into sixth in the series standings.

Anstie's 9-11 14-6 run is nothing to write home about as the young Englishman's form on the factory Suzuki continues to baffle. There's no arguing that Jake Nicholls is riding better than

ever though as an opening moto second in Agueda and first moto third in Beto Carrero will testify. However technical gremlins and a huge get-off in Brazil's Super Final mean he's only able to pick up minor points in the second motos at both GPs. Despite an incredible run of bad luck Jake moves up to eighth in the series standings.

After questioning his concentration in Sevlievo current EMX-250 champion Mel Pocock finds consistency throughout May. A 25 point haul from Portugal together with 26 from Brazil see Mel sneak into the top 10 of the series standings. Alright, that's at the expense of the injured Romain Febvre but Mel's now only 12 short of the top eight and if he keeps on keeping on should continue his upward move.

British MX2 champion Elliot Banks-Browne scores handy points in Portugal with a 20-10 scorecard although the HM Plant team decide not to send EBB to Brazil. The #44 has a haul of 44 points and currently sits 20th in the world rankings.

Ernee and Maggiora are next which means plenty of hardpack and steep hills. Old school.





# MILTON WINS!

**ELLIOTT BANKS-BROWNE STROLLS TO VICTORY IN MX2 WHILE JON BARRAGAN'S THE CREAM OF THE MX1 CROP AT MILTON PARK...**

**T**he Maxxis series heads to the ACU's flagship venue for the fourth round of eight where mixed weather conditions play havoc as the manmade Milton Park circuit goes from being super grippy to super slick. That said no matter what the weather there's no knocking Elliott Banks-Browne off his stride as the HM Plant KTM UK team leader runs 1-1-2 to take the overall win and increase his already healthy lead in the championship.

Sitting pretty in second – both overall on the day and in the standings – is Frenchman Steven Lenoir who goes

4-2-1 on the Stevens/Evo-Tech KTM. Ensuring it's an all-orange podium HM Plant new boy Steven Clarke runs 2-6-4 to snatch third from under the nose of pole setter Neville Bradshaw. An off day for Nathan Watson – that includes a horrific get off in moto three – sees him slip from second to fifth in the series standings as Lenoir, Bradshaw and Graeme Irwin all take advantage.

A consistent 3-3-2 scorecard is enough to put STR KTM's Jon Barragan on the top step of the MX1 podium as double race winner – and brand-new series leader – Tanel Leok hits trouble in race three as his clutch craps out.

Despite gaining the red plate Leok's no score keeps him off the podium though and Barragan is joined by MBO Sport's Kristian Whatley and Oakleaf Kawasaki's Shane Carless. Carless really comes alive when the going gets tough and in doing so becomes the first Welshman since Glen Phillips to get on a Maxxis box with a steady 6-4-4 scorecard. Amazing.

The British championship now heads to Foxhill for round five where a mixed-capacity final moto is sure to spice things up a bit. After that the series heads across the Irish Sea to Desertmartin on June 23.



## SERIES STANDINGS

MX1		
1	Tanel Leok	174
2	Kristian Whatley	156
3	Jon Barragan	148
4	Tommy Searle	146
5	Nico Aubin	138
MX2		
1	Elliott Banks-Browne	206
2	Steven Lenoir	166
3	Neville Bradshaw	148
4	Graeme Irwin	138
5	Nathan Watson	131





## WHAT SAY YOU?

HOOKING UP WITH  
WAYNE GARRETT...

Interview by Mark Turner

**M**ark Turner grabs hold of JAR Honda's Wayne Garrett to get his take on what's been going on in the world of motocross this month...

**DBR:** With Ryan Villopoto wrapping up another supercross title, can he now be considered as one of the greats along with McGrath, Carmichael and Stewart?

**WG:** "For sure. I can also see him go on and be more successful than the guys you mentioned. With the form he's carrying at present he's going to be a hard guy to beat and to be honest I can't see anyone in a position to do so. He's going to be one of the greatest American riders of all time."

**DBR:** He won the first two rounds of the outdoor series too but how do you see the series panning out over the year?

**WG:** "In the 450s I can see Villopoto doing the business but with James Stewart back from injury – and the consistency of Dungey – it looks like being a close fought series. Personally I'm a big Chad Reed fan and I'd like to see him have a good outdoor season which he's more than capable of."

**DBR:** Down in the 250 class how do you rate Roczen and Musquin's title chances?

**WG:** "After winning the indoor title I can see Roczen being a title contender for sure and Musquin should be there or there about too. For us Europeans it would be good to see both Roczen and Musquin challenge for the title."

**DBR:** Adam Cianciarulo would have made his debut if he weren't ill but can you see him making an impact straight away when he does?

**WG:** "I don't know. He'll maybe run top five or six but I just can't see him coming straight in and running the same pace as Baggett, Tomac or Roczen. It will be interesting to see how he goes."

**DBR:** At the Portuguese grand prix they only had 23 riders start the first MX1 moto. For a mainland Europe GP that has to be quite concerning...

**WG:** "It makes me feel like having a go myself and getting on the points table. Unfortunately as with most things it all boils down to money. It's a shame that with the economy the way it is in Europe there's a host of good riders that just can't afford to go and race the GPs because it's just so expensive to go and race at that level now – it is bad enough for us a team to come from Ireland to race the British championships. Also I just don't understand how those guys are expected to race for no prize money – it's a crazy situation."

**DBR:** With Shane Carless scoring third overall at Milton Park it's kind of proved that any rider in the top 10 – including yourself – is capable of a podium finish. How do you feel about that?

**WG:** "There's such strength in depth here in the UK that anyone within the top 10 is more than capable of racing at the front. With Shane it just shows that one or two decent races will lift your confidence no end and that on any day anything is possible".

**DBR:** Finally KTM recently staged a demonstration race using their prototype electric motocross bikes. Could this be the way we could be racing and watching motocross in 10 years time?

**WG:** "Who knows? It may well go that way but it wouldn't be of any interest to me. Motocross is all about the noise and the fumes and without those you'd be taking away a big part of why we do it!"



## IRN-BRY

### GETTING BETTER!

AFTER A MOANY START TO THE SEASON BRY'S FINALLY TURNING IT AROUND...

Words by Bryan MacKenzie Photo by Suttly

**W**ell I've got to say that May may have been the best month of the year so far with the extent of my dramas being very minimal. The worst thing of all happened to my practice bike which took on some scarring as it was blown over while waiting to be loaded in the van.

The blemishes incurred extended as far as breaking my front brake lever off, smashing the end off my throttle tube and somehow caving in my foot peg in so I now stand on something that resembles Sloth from the Goonies' face. So all in all I'd say I came through May pretty unscathed and I'm feeling pretty happy about it.

I'm not a hard guy to please though unless you're me trying to please myself. What a drag that is – having to live with someone that always thinks you could have been better. So although my results aren't where I want them to be I've adopted a realistic outlook on the whole deal and the fact that I'm not too far away – and I'm improving – has made me accept it. I'm now back to some sort of normality in the week too with structured training and riding – and I'm totally pumped about it.

Almost everyone would chop their left leg off to be a pro motocrosser and live for nothing but racing but to most of the same people the prospect of absolutely busting a nut training for it doesn't appeal to them. But in my mind there is no better feeling than once you've finished a killer session.

There's always that moment right after a hard session round at Gym 15a when I can't hold myself up or get breath into my lungs fast enough. My muscles literally sigh with relief that it's over and I have to take a knee, sit or lie down and sometimes I can't even hold my eyes open and for a minute the world feels like it's spinning around.

But once I finally control my breathing and pull the old ticker back under control to then open my eyes again everything seems a little brighter and crisper for a minute – like you're jumping from your old '80s Grundig Super Colour to your Sony Bravia HD. That's what it's all about.

I'm not gonna lie and say I look forward to those sessions every time, I'm not even gonna make out I enjoy going through the motions of actually squeezing out every last ounce of effort every time either but I'm definitely not lying when I say there isn't a much more satisfying feeling than after a session in the gym, on the roadie, in the field or on the track.

When it's all over and you can be satisfied with what you've just done and later knowing that you're prepared. I live for that sh\*t. I've been doing it week in and week out for most of my adult life so when stuff

like injuries gets in the way I can turn into a real moody pain in the ass. But I'm back on the grind – full time.

Another factor responsible for lightening my mood is the weather picking up which hasn't just affected me solely but everyone collectively – it's cheered us all the fu\*k up! It makes everything that little bit easier when it comes to riding, doesn't it?

Practice in the week is easy and we'll spend as much time shooting the sh\*t as we do riding and not having to give the practice bike a full head-to-toe prep at the end of each day in readiness for the next is a sweet touch.

The weekends are bliss too and putting the awning away when it's clean ranks right up there in the all-time greatest things that can happen in the world. When it's FHM poll time this year and you have to vote for the 10 greatest moments of 2013 – births, marriages, politics, football, all that crap can chase itself because putting the awning away clean triumphs them every time!

But nothing beats when an event is hammered with sun like what happened at the Pro Nationals at Weston. Spectators swamped the place, chicks were cutting about with barely any clothes on, you were wearing shades to look at said chicks and it was acceptable to eat a 99 with a flake!

The track was awesome too and totally unique to anything we've raced on – or will race on – this year. There was this one high speed straight that was murdered with about 12 rollers that went untouched all weekend. They could have put this thing on Richard Hammond's Wipeout programme because it was claiming guys almost every lap and I swear I went through that section hanging off the back of my 250 like a handlebar tassel.

Start to finish it was a totally awesome weekend and I reckon that it was the best domestic race we've ever had in the UK – you should be sad if you missed it!

Finally I want to give a little shout out to a couple of my really good friends that have only gone and put out a couple of second editions of themselves – Cooper and Jackson – just in the last month or two. Those boys are gonna be back in the pits in six years time armed with a couple of 50s just as I'm hanging my boots up. It seems though that in the last year it's been all the craze with a lot of people I know getting involved in reproducing but maybe I'm just getting to that age when all of my friends are growing up – or maybe my reactions are still just better than theirs?

*[Signature]*  
#121  
dirtbikerider 19





## JONTY'S BOX

### THE IRON GIANT!

WHAT IS ERZBERG AND WHY'S IT SO DAMN IMPORTANT?

Words and photo by Jonty Edmunds

**“W**hat's it really like?” someone asked me a few weeks back. They were enquiring about the ErzbergRodeo – the most bonkers of bonkers Hard Enduro races.

Trying to explain what Erzberg is like is a bit like explaining what it's like going to the dentist. By that I mean it's a very different experience for everyone. For some it's a quick in and out giving a snapshot of the 'Iron Giant'. Others, mainly the competitors, get to experience the full flavour of motorcycling's best-known iron ore mine.

Erzberg is a giant sized event staged within a giant sized quarry. The weather's either hot as hell or cold and wet. It's home to what has to be the world's biggest temporary beer tent. Sees 1500 competitors race up a fast-as-hell forest road style course for two days. Then Sunday's all about the chosen few. When I say few what I really mean is the qualified 500 fastest riders.

But that's probably what everyone knows about Erzberg, whether they've been there or not. It's what you read in magazines and see on web videos. It's not until you go for yourself a few times that you really understand the enormity of the event.

Firstly, it's the biggest Hard Enduro there is. Of the ever-growing list of 'new generation' (read post Giles Lallay) tough as buggery events Erzberg is the undisputed #1. And it's not until you stand on the mountain that that really becomes apparent.

The venue is colossal. And that alone makes the event what it is. Sure, there're plenty of places events can be held in order for them to be tagged 'extreme' but none come close to Erzberg.

It was dark the first time I arrived in the sleepy host town of Eisenerz. The next morning's first glimpse of the mountain is

something that will stay with me forever. The many helicopters that capture every minute of the Red Bull Hare Scramble deliver better coverage of the event than you can ever capture being their in person. But standing in the quarry, looking up at the often cloud covered summit, is something that's special. Very special.

Unpredictability is what makes the event great, too. It might be the weather, the competitors, or a combination of the two but trying to second-guess who and what is anything but easy.

By the time you're reading this everyone will know who triumphed at Erzberg 2013. Mr Jarvis will either be ecstatic that he's finally managed to win or utterly despondent that another year has passed with no Austrian glory.

Whoever has won at Erzberg this year will have done so the hard way. There is no other way. Many will claim that being on an orange bike is the key to success but no bike can ease the physical and mental torture that the Iron Giant inflicts. Winners at Erzberg are true champions no matter what bike they're mounted on. For every orange helping hand there's a little extra pressure to perform.

Partly thanks to KTM, partly thanks to Red Bull, and partly thanks simply to the fact that the event is pure off-road madness, Erzberg is a big deal. A really big deal. This year the event will have been viewed by a trillion people – that's a rough pre-event guesstimate – thanks to Red Bull's live coverage of the Hare Scramble.

In a little over one-hour more people will tune in and take note of Erzberg than folk will have done of the Enduro World Championship in the past five seasons.

Erzberg is a big deal. A big crazy deal... that British riders excel at.

*Jonty*



### DK NOT OK!

MANXMAN SIDELINED BY PESKY THUMB...

**T**he past month has been a difficult time for David Knight. Intent on building on his quartet of fifth place results from the opening rounds of the Enduro World Championship in South America, Knight instead scored zero points at the GPs of Spain and Portugal. Entering the event nursing a wrist injury sustained during Enduro X in Brazil, the Manxman was sidelined to the injury bench on the opening lap in Spain. Getting lost with Ivan Cervantes, Alex Salvini and Johnny Aubert on the first liaison section the Honda rider hit a large crater that was hidden in the dust. Injuring his thumb Knight was forced to withdraw from the race.

Immediately flying home to seek medical advice, x-rays showed that nothing was broken but ligaments were torn. Attempting to race the GP of Portugal just one week later, Knight's pace should have saw him collect another top five result on day one. But as the terrain roughened, the pain increased and he was forced to stop before further damage was done. Knight now has six weeks to prepare for round five of the series in Romania.



### SANZ SPLIT!

LAIA LEAVES GAS GAS IN THE LURCH...

**L**ess than 48 hours before starting the defence of her Women's Cup world championship at the GP of Spain, Laia Sanz sensationally parted company with Gas Gas. Opting to contest the race on a borrowed KTM 350 EXC-F with her own team – KH7 – the Spaniard refused to comment on why she left.

However, the change of machine did little to slow her down as she easily won both days at the GP of Spain. But with X Games Barcelona falling on the same weekend as the GP of Portugal, Sanz chose to forsake day one in Portugal and chase down Enduro X Gold in Barcelona.

Contesting the Friday SuperTest to ensure she started the EWC event Sanz then caught an early morning flight to Barcelona and arrived just in time for practice. Crashing in the first corner of the Women's six-lap final she raced her way from last to first and claimed Gold. Immediately flying back to Portugal she then secured victory on day two.



Antoine Meo is the man to beat in E1 – if he doesn't crash



# CLUB MED!

EWC PICKS UP PACE IN SPAIN AND PORTUGAL...

**T**he Enduro World Championship gained pace with rounds three and four in Spain and Portugal. Despite delivering two very contrasting events it did little to change the outcome of the results. In Spain and Portugal, the main players from South America again rose to the top of their respective classes.

In the Enduro 1 class, KTM's Antoine Meo saw his win streak end on day one in Spain. Crashing heavily on the first enduro test, Meo knocked the wind out of his sails and fell back to fifth place. With Meo out of the reckoning, Matti Seistola (Husqvarna) held off Eero Remes (TM) to claim victory. Determined to make amends for his mistake, Meo rose to the top of the standings on day two and secured the win. Remes again placed third with Juha Salminen (Husqvarna) taking third.

A week later in Torres Vedras, Portugal Meo avoided any pitfalls and duly wrapped up his third double win of the season and further extended his points lead. Behind Meo, Salminen and Remes placed second and third on day

one while on day two Anthony Boissiere (Sherco) grabbed his debut EWC podium with second place while Seistola took third.

In the Enduro 2 class Alex Salvini (Honda) and Ivan Cervantes (KTM) established themselves as the front runners of E2. With home advantage on his side Cervantes held off Salvini to take a hard fought double win. Pushing the Spaniard every inch of the way Salvini was forced to settle for second overall both days. Behind the leading duo, KTM's Johnny Aubert and Pela Renet (Husaberg) traded places in Spain with Aubert placing third on day one before Renet claimed the bottom step of the podium on day two.

In Portugal it was turn of Salvini to climb back onto the top step of the E2 podium. Finding the conditions exactly to his liking, the Italian held off Cervantes to win by less than seven seconds with Aubert in third. On day two Salvini upped his pace to win by 37 seconds. With Cervantes second Renet replaced Aubert on the podium to take third.

In the Enduro 3 class the GP of Spain and Portugal belonged to Christophe Nambotin (KTM). The Frenchman put behind his mistakes of South America and racked up four convincing wins. On day one in Spain Italy's Manuel Monni (KTM) placed second with TM's Aiger Leok third. On day two Husaberg's Joakim Ljunggren finished as runner-up to Nambotin with Leok again third. In Portugal, Leok picked up his pace to end day one as runner-up to Nambotin with home favourite Luis Correia (Beta) taking third. On day two, Husaberg's Mathias Bellino showed that he's finally over his nagging wrist injury and ended his day second with Correia again third.

In the Enduro Junior class Australia's Matt Phillips stamped his authority on the class with four wins from four starts in Spain and Portugal. Despite failing to reach the podium Gas Gas' Danny McCanney still hangs on to third overall in the championship standings.

The EWC continues with round five in Buzau, Romania on June 15/16.

# FRIENDS REUNITED!

HUSQVARNA AND HUSABERG TO JOIN TOGETHER AS ONE

**T**he biggest development this month is news that Husqvarna and Husaberg will merge into one from 2015 onwards. In an identical press release issued by both manufacturers it stated that Pierer Industries AG – the company that earlier this year acquired Husqvarna Motorcycles from BMW – and KTM Sportmotorcycles will reunite Husqvarna and Husaberg under the brand Husqvarna.

Holding onto Husqvarna's rich heritage and using Husaberg's technology, the Pierer Industries AG group have formed a new company Husqvarna Sportmotorcycle GmbH. Production in Husqvarna's Milan based factory will cease and be relocated to Mattighofen, Austria.

The following information was released by both Husqvarna and Husaberg...

"Following the acquisition of Husqvarna by Pierer Industries AG and after careful analysis and evaluation of all aspects, it was decided to reunite what came out of shared roots 25 years ago. In other words, Husqvarna will enter a positive new era by combining its own rich heritage with Husaberg's state-of-the-art technology.

"The new generation of Husqvarna models is already in progress – a new model range, with brand new exclusive design and the latest technology is being developed and will be offered in the segments Enduro, Motocross and Sportminicyles."

As of October, the new group company – Husqvarna Sportmotorcycle GmbH – based in Mattighofen, Austria, will be fully operational in the production and sale of the new model range to the Husqvarna network of dealers and distributors.



# FOR QUEEN AND COUNTRY!

BRITS LEAD EWC CHARGE...

**I**t's not often that two British riders lead the points standings in their respective EWC classes but following the GP of Portugal, that's exactly what Jamie McCanney and Jane Daniels are doing. Since round two of the series in Argentina, McCanney has parked himself at the top the Enduro Youth Cup class. Collecting six consecutive wins the Manxman now holds a sizable 44-point lead and edges ever closer to his first world title.

In the Women's Cup, Daniels is the surprise leader after two rounds of their championship. Taking advantage of Laia Sanz' absence from day one in Portugal to contest X Games Barcelona, Daniels' three podium results put her two points ahead of Sanz.



# THE GAMBLE!

TAKING ENDURO X OUTSIDE WAS A HUGE GAMBLE BUT HAS IT PAID OFF?

**B**ringing endurocross outside the confines of its cosy indoor stadiums was always going to be a gamble for the organisers of the X Games world tour. In an ideal world the bigger and more spacious outdoor stadiums open up endless possibilities for track design. But they also leave it exposed to elements. In Brazil rain showers and humidity placed havoc as the water seeped through the clay to leave it slippery than an ice rink. With no grip, riders were left skating their way round the track for the 10-lap

final. It was anything but spectacular.

Hoping for better weather in Barcelona they were dealt another blow when the skies burst open on Thursday night and almost flooded the Olympic stadium. Unable to save the adjacent FMX course, track builders worked overtime to drain the Enduro X course. Thankfully, come Saturday afternoon it was all systems go – even if some sections had to be tamed down. With Munich next on the tour organisers are hoping the weather gods play nice one last time in Europe.



After two rounds RV's proved unbeatable!

## FAST FOOD!

KEN ROCZEN'S MEATY PRE-RACE TREAT...

It's nice to be young. While many racers stick to incredibly strict diets, looking at food as fuel for their bodies, Ken Roczen doesn't seem to need such dietary dedication. The night before the Hangtown National, Red Bull KTM's newly crowned 250cc Western Regional Supercross Champ had himself a "Double-Double" from legendary west-coast fast-food joint In-N-Out. He then proceeded to dominate the opener with a 1-1 score. In-N-Outs are a bit harder to come by in Colorado though so Roczen was a good boy prior to round two. The result? He went 1-3 for second overall. Are they related? "It's all in their heads," Roczen said. "One burger isn't going to hurt you."



# RV'S REDEMPTION!

AFTER MISSING THE 2012 SEASON BECAUSE OF INJURY RYAN VILLOPOTO'S BACK AND HE'S UNBEATEN SO FAR...

**W**ith only a weekend off between the two it seems like a blink of an eye from when the AMA Supercross series ends and the AMA National Motocross series begins so it's remarkable to have nearly the entire supercross field healthy at the start of the Nationals. But that's what we have here in 2013.

At Hangtown James Stewart grabbed the moto-one holeshot but quickly relinquished the spot to SX champ Ryan Villopoto who proceeded to run away with it. Stewart soon fell into the grasp of Dungey who dispatched of him late in the moto to take second. Stewart hung on for third in front of Honda team-mates Trey Canard and Justin Barcia.

In moto two, Stewart again took the holeshot but this time he had Dungey on his heels straight off with Villopoto right behind them both. Dungey tried everything to get by Stewart for the first half of the race but Stewart was always there to counter Dungey and hold onto the lead. At about the halfway point Dungey went off the track during one of his pass attempts handing the second spot to Villopoto and only three turns later Villopoto did what Dungey couldn't and blitzed his way by Stewart to take over the lead. From there he stretched it out to over 20 seconds over Dungey who eventually did find his way by Stewart. Again, Stewart grabbed third in front of Canard and Barcia making it a rare 1-1, 2-2, 3-3, 4-4, 5-5 score for the

top five overall.

The 250cc class at Hangtown was destined for a new winner despite the fact that two of the three expected title contenders (defending champ Blake Baggett and Eli Tomac) had both won there previously.

Baggett grabbed the holeshot in the first moto but fell back to fourth place in the first couple of laps as first Ken Roczen, then Tomac and then Marvin Musquin went by him. Baggett ended up finding his way back by Musquin late in the race for third but Roczen scored the win over Tomac.

In moto two, Roczen took the early lead in front of Baggett and couldn't really get away. Baggett stayed right on Roczen for at least 25 of the scheduled 30 minutes plus two laps before Baggett's throttle hand went numb late in the race and he was forced to give up the chase. Still, he hung on for second and second overall while Tomac came through from a terrible start for third in the moto and overall.

In Colorado, Barcia grabbed the Thunder Valley holeshot in the first moto and he was prepared to put up a fight against the two Ryans chasing him. Stewart went down twice in the opening couple of laps – first when he was taken out by Andrew Short and a second time when he went down with Jake Weimer. Dungey worked on Barcia for a while but couldn't get by. Seemingly frustrated Villopoto started sticking a wheel in on Dungey and the defending champ took the hint, finding a way by

Barcia soon thereafter. Villopoto followed suit, then set back out after Dungey. A lap later, he had Dungey and he sped off to his third moto win in a row. Dungey finished second in front of Barcia, Canard and visiting Belgian star Clement Desalle.

In moto two, Barcia grabbed the holeshot again, this time with Canard and Villopoto on his tail. Villopoto wasted no time in passing the two Hondas and taking off with his fourth moto win in a row. Dungey eventually found his way by the two Hondas, too, as did James Stewart. Barcia finished fourth just in front of Canard.

Through two rounds Villopoto is perfect but don't expect it to stay that way for all 12 rounds.

In the 250cc class, Roczen snatched the early lead in the first moto while Eli Tomac lost a lot of time early while trying to find a way around his teammate Zach Osborne. Osborne crashed out of the second spot handing it to Tomac but was up quickly to remain inside the top 10.

By then, though, Roczen had over five seconds in hand. Tomac went to work and the two set a blistering pace. Tomac gained slowly on Roczen throughout the moto and on the final lap when he was finally close enough to make a pass attempt Tomac fell over in a turn. Roczen took the win and the two finished 48 seconds in front of third placed rider in the moto – rookie Cooper Webb who passed Musquin around halfway for the spot.

In the second moto Roczen again snatched the lead but Tomac was immediately on him and made the pass early for the lead. From there, Tomac took off, while Roczen looked nothing like how he looked in the first moto and eventually caved to the pressure from Osborne who snatched second place away in the moto. Musquin wasn't too far behind in fourth at the finish, either. Tomac took the overall with a 2-1 score over Roczen's 1-3 and Osborne's 6-2 but Roczen still leads the title chase as the series heads to round three in Tennessee.

Defending champ Blake Baggett got a terrible start in the first moto and could only catch up to ninth but was stronger in moto two on his way to a solid fifth place to remain in the championship chase – although a ways behind at this point.

## SERIES STANDINGS

450

1	Ryan Villopoto	100
2	Ryan Dungey	88
3	Justin Barcia	70
4	Trey Canard	70
5	James Stewart	66

250

1	Ken Roczen	95
2	Eli Tomac	89
3	Marvin Musquin	72
4	Blake Baggett	70
5	Zach Osborne	65



Dungey's trying hard but RV's got the edge!

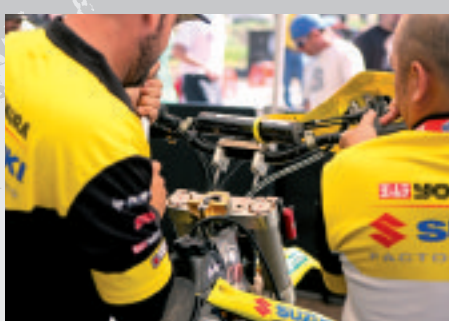


Officer James has had a steady start to the year



Marvin Musquin's third in the 250s





## STEWART STABILIZED!

NEW TECHNOLOGY HELPS KEEP OFFICER JAMES ON TRACK...

**A**fter going 3-3 at Hangtown's outdoor opener James Stewart said the two Ryans are amongst the greatest outdoor riders he's ever raced against. That's high praise considering the racers he's raced against – Ricky Carmichael and Stefan Everts are among them – but he also said he had a lot of room to improve on the set-up on his Suzuki RM-Z450.

In Colorado, he showed up with what was presumably one of the improvements he was counting on – a steering damper. They were hush-hush about specifics but going off of the very-popular Honda steering damper that a lot of non-Honda teams still secretly use there are quite a few advantages to a steering damper and some aren't as obvious as others.

Obviously, things like headshake are improved but one thing that many people don't realise is that by stabilising the front end you also get much better rear-end traction. Basically, they keep the rear end from shooting out under acceleration, improving drive out of the turns while keeping rider fatigue to a minimum.

## DOUBLE D'S WOBBLE!

HOW A CRASH RELATED GASH GROUNDED DARRYN DURHAM...

**A**fter missing the entire supercross season with a shoulder injury Pro Circuit's Darryn Durham surprised many people when he showed up at Hangtown and ran right with the leaders. He hung inside the top five for most of the first moto in the highly competitive field on his way to sixth place. In moto two, he was up there yet again but went down hard and was forced to drop out of the moto.

"Blake Wharton crossed over on me in the air over that big tabletop going into the back," Durham said after the race. He was covered in blood from a huge gash to his right thigh and was also sporting two black eyes and a broken nose. "The black eyes and my nose are from a crash last week," Durham said. He tried to race in Colorado – and managed practice – but the gash to his thigh and the hematoma that accompanied it in his right quadriceps kept him from being able to effectively transfer from sitting to standing. He'll likely be back for the Tennessee round.

## DELAYED DEBUT!

SALMONELLA SIDELINES ADAM CIANCARULO...

**A**fter riding Press Day at Hangtown prior to his highly anticipated AMA professional debut Monster Energy/Pro Circuit Kawasaki's Adam Cianciarulo reportedly came down with a serious case of salmonella. It was bad enough to land him in the hospital on race day and keep him out for the following round in Colorado, too. It may take him a week or two longer to fully recover and he doesn't plan to race until he feels he's 100 per cent since he's already given up any shot he may have had at the championship by missing the first two rounds.



## AMERICAN IDIOT

### ROAD THRILL!

COX HITS THE HIGHWAY AND FINDS HE'S POSSIBLY NOT QUITE AS DUMB AS WE THOUGHT HE WAS...

Words and photo by Steve Cox

**A**s I'm writing this, I feel like I should rename my column. I probably won't but I feel like I should regardless. This summer, I bought a travel trailer – that's a caravan to you Brits, right? – and I'm towing it across the USA following the AMA Nationals with my wife and my two dogs, Gemma (Bullmastiff) and Gus (American Bulldog). That's about 200 pounds worth of dogs.

But the point is, if I'm going to be calling myself 'American Idiot' it should probably be relative to other Americans, shouldn't it? And if you travel across the USA it's easy to quickly begin to feel pretty good about yourself. Especially if you shop at Walmart on the regular, like we do (they're open 24 hours and we can usually sleep in the parking lot for free without anyone bothering us).

I live in Southern California and although I've chased the races for over a decade now I normally fly to them when they're farther than 300 miles or so from home. As it turns out, there's a reason why the US Midwest is commonly referred to as the 'flyover states'. There's some great stuff in some of these states, like Arches National Park in Utah (where I hiked six miles round trip on my broken but healing left femur) but when you live on the California coast the only people you meet from Utah, or Colorado, or Kansas, or Missouri, it turns out, are their exceptional people – people who are so superior in their home states that they decide they're going to move to California!

Now, Walmart is legendary for appealing to the lowest level of human being (see [www.peopleofwalmart.com](http://www.peopleofwalmart.com)). And yes, I know

I just said I'm now a frequent shopper but I honestly figured that the Walmart shoppers in California would be pretty indicative of elsewhere in the country.

Not so! It turns out, low-end California Walmart shoppers are closer to what you get in the general population in Kansas. And it's not just the Walmart shoppers who will blow your mind – the employees will too.

In the Walmart in Hays, Kansas, I was helped in the checkout line by a lady named Rose. Rose was about 350 pounds. After loading my groceries on the belt for checkout, Rose noticed that I left my pallet of bottled water on the bottom of my grocery cart. She looked disturbed at the idea of walking around the end of her counter and bending down to scan the water so I offered to do it for her. She quickly handed me her scanning device and I scanned the water. Then, with no sense of irony or humour detectable in her voice, she said, "Want a job? You can work here. That's all it takes." She then proceeded to tell me why she trusts The Weather Channel more than her local news when it comes to weather – except for all that nonsense talk about global warming, "which everyone knows is a hoax". Everyone who works at Walmart? Maybe.

But Walmart pales in comparison to truck stops. They actually sell flannel shirts with the sleeves already cut off and frayed and some of them have skulls on them. Skulls. They're \$19.99.

I'm about a week from installing a CB radio in my Tundra. Somebody save me.





# WROX STARS!

THE GT CUP ROCKS WROXTON!

Unbelievably already past its halfway point we're hearing great things about the GT Cup. Now affiliated to the ACU the amateur championship is growing and growing and producing some top-notch race action n'all.

The racing at Wroxton for round four was particularly raucous with wildcards Lewis Trickett and Scott Elderfield making their presence felt. But it was the registered riders who provided the bulk of the action with Josh Spinks taking the overall win in MX1 while Seb Osbourne took the honours in the 250F division.

With Elderfield and Trickett's points not counted Spinks posted an outstanding 1-1-1 scorecard to take overall victory. He's joined on the podium by Darryl 'Shorty' Maxwell and Jordan Bachelor as MX1 series leader Harry MacKenna has an off weekend and finishes 10th overall.

Jordan Bachelor takes the win in the opening MX2 encounter but after that it's all about Seb Osbourne. Bachelor holds on for second overall ahead though of the very consistent Ashley Smith.

For more info, race results, images and video from the GT Cup log on to [mx-gtcup.co.uk](http://mx-gtcup.co.uk).



## MINI RIPPER!

CUTE KID ON A BIKE PICTURE OF THE MONTH...

Just because 'awwww, it's so cute' here's a picture of four-year-old Pee wee rider Alfie Stafford getting down and dirty. The pic was sent in by Alfie's proud mum Kerry. Bless.



SX sensation Scooter Webster's also got sweet sand skills



Chris Povey has a healthy lead in the Open Junior class

## BEACH BOYS!

THERE ARE PLENTY OF GOOD VIBRATIONS AS THE HI-REVVIN' SMOKERS TAKE IT TO THE BEACH...

Lewis Gregory keeps his win streak alive as the second round of the 2-Stroke British Championship goes off on the beach at Weston-super-Mare. Lulu's simply untouchable in the deep sandy going although TM teamsters Lewis King and Jim Davies chase hard all day. In the 125 Junior division wildcard Scooter Webster takes the overall with a 1-1-2 scorecard while

Rob Holyoake extends his series lead from five to 15 points.

The Open class boys only manage to squeeze in two motos on Saturday and they're both won by Josh Waterman. Luke Dean takes a pair of seconds while Steve Bixby edges out series leader Robert Hamilton for third overall on the better-second-moto tie-breaker. There's now just two points separating the top three in the series

standings so you can guarantee the action at Culham is gonna be fast and furious as Hammy, Waterman and Dean battle it out to be top dog.

Chris Povey aces the Open Junior division to eke out a 14 point lead in the championship over Jack Gregory who finishes second overall. They're joined on the podium in Weston by Billy Raffle but it's Terry Lloyd who holds down third in the points chase.

### SERIES STANDINGS

#### 125 EXPERT

1	Lewis Gregory	150
2	Lewis King	114
3	Jim Davies	109

#### 125 JUNIOR

1	Rob Holyoake	127
2	Josh Coleman	112
3	Jordan Dunne	92

#### OPEN EXPERT

1	Robert Hamilton	101
2	Josh Waterman	100
3	Luke Dean	99

#### OPEN JUNIOR

1	Chris Povey	122
2	Jack Gregory	108
3	Terry Lloyd	85



# SCAMPI N' WHIPS!

**WHITBY – A TOWN THAT'S FAMOUS FOR ITS BREADED SEAFOOD SNACKS – HOSTS THE THIRD ROUND OF THE WULFSPOORT BRITISH MASTERS...**

**T**he Wulfsport British Masters series heads to Skelder Bank in Whitby where MBO Sport Yamaha's Kristian Whatley takes an outstanding double win in the MX1 class to extend his lead in the championship. He's joined on the podium by Nathan Watson and Neville Bradshaw as local favourite Brad Anderson struggles to settle in and only ends the day fifth overall tied on points with Jackson Evans. That's a surprisingly good result for Jackson who seems to be back on full form after ditching the Honda and getting back on a Yamaha.

As well as finishing third in MX1 Nev Bradshaw extends his MX2 series lead by taking maximum points in the 250F division. Bradshaw's simply unstoppable and takes two sweet moto wins on the Putoline Honda. Ulsterman Graeme Irwin takes second overall on the Head and All Threads Suzuki while Nathan Watson takes third. A rejuvenated James Dunn just misses the podium in fourth while Bradshaw's closest championship competitor Bryan MacKenzie takes fifth with a 10-2 scorecard.

Dan Hutchinson takes another overall win in the Amateur MX1 class as he edges out moto one winner Joe Jones and Jake Alsop over the course of the weekend. Hutch extends his lead in the series standings and now sits on a healthy lead over Chad Yarranton and Luke Meredith.

Amateur MX2 pace setter Richard Cannings increases his points lead too with another dominant display in North Yorkshire. Cannings runs 1-2-2-1 to top the podium ahead of Jack Kelly and Carl Benjamin.

Meanwhile Bradley Wheeler keeps his Pirelli MX2 win streak alive as Shaun Scrivens runs 3-1-1-1 in the MX1 division. Scrivs is joined on the podium by moto one winner Adam Smith and Jason Kendrick while Underdog's Aiden Wigger and Steve Turvey stand alongside Wheeler.

The championship now moves to Hawkstone Park for round four on June 15/16.

## SERIES STANDINGS

### PRO MX1

1	<b>Kristian Whatley</b>	286
2	<b>Luke Hawkins</b>	216
3	<b>Josh Waterman</b>	207

### PRO MX2

1	<b>Neville Bradshaw</b>	288
2	<b>Bryan MacKenzie</b>	262
3	<b>Nathan Watson</b>	179

### AMATEUR MX1

1	<b>Dan Hutchinson</b>	589
2	<b>Chad Yarranton</b>	487
3	<b>Luke Meredith</b>	476

### AMATEUR MX2

1	<b>Richard Cannings</b>	573
2	<b>Zac Stealey</b>	525
3	<b>Adam Wells</b>	522

### PIRELLI MX1

1	<b>Shaun Scrivens</b>	583
2	<b>Jason Kendrick</b>	511
3	<b>Adam Smith</b>	501

### PIRELLI MX2

1	<b>Bradley Wheeler</b>	600
2	<b>Steve Turvey</b>	522
3	<b>Aiden Wigger</b>	505



**K-What carves his way to two more victories**



## DANGEROUS

## CHARGE OF THE CARVERY!

IT'S ALL ABOUT FOOD AND FUNANIGANS FOR DANGEROUS THIS MONTH AS HE READIES HIMSELF FOR IMBA BATTLE...

Words by **Lee Dunham** Photo by **LR Shots**

**S**o with no big races of late it's all been training and more training trying to sort everything as good as we can get in time for the next big event which is the British round of the IMBA series.

Couttsy, Ando and I all went out riding the other week at FatCat Motoparc and it was pretty cool. The track was near on perfect and it wasn't like the deep, soggy, wet sand but the hold tight, brace yourself and berm bash sand – there's a difference! Considering it had rained for 90 per cent of my journey up the M5, M42, A42 and the M1 and M18 it was an ace day!

When out riding together Ando and Couttsy are pretty exciting to watch. They're two awesome riders and in each corner, straight and lap something happens that keeps you on your toes. After a few satisfying motos we all headed back to the Chateau Deluxe at the LPE headquarters for some MX clean up, darts and banter and then headed down to the local for some much needed food! Food there is full factory however Minty – Dorren's tech – seems to be struggling with chilli sausages and chips but that's a different story for a different time!

That weekend I raced at a local race meeting which was good. It was at Nympsfield and although it wasn't a championship meeting the track was prepared well and with the help of heavy rain the day before the conditions were perfect for the whole day. I doubled up and rode in the MX2 as well as the 450 class. The day was forecast heavy rain and it came in just after lunch but luckily I'd already raced three or four races by that time so we called it a day.

The weekend after was another local race. That was also fun and enjoyable especially seeing as my good old buddy Travis turned up and dusted off his boots for a race or two. The last time we had raced was a fair few years back and Travis ended up off the track and in someone else's field – it's always a funny day when Travis decides to race!

This meeting was no different and by the third lap of practise Travis had had a biggy. He

was last spotted pushing his bike back on to the track from no man's land! After I'd finished practise I went over to see if Travis was okay. Turns out his elbow was the size of a Pro Circuit power bomb and it was going to be a 'no go' race day for him.

Talking of Travis, it was his birthday recently so we all went go-karting. Luckily the track was pretty much ours apart from two other guys. They seemed fairly keen for a race seeing as though they turned up with their own helmets and a pair of mirrored lenses in their goggles! Us being MX racers did the same – although Travis went one step further and brought a Leatt neck brace with him!

Within two corners Travis had t-boned his girlfriend in a corner and was hunting down these two chaps that were quite happily in the race of their own way out in front. I couldn't be the odd one out now could I? So while laughing a lot I nudged Travis around in circles, then tapped old matey's friend into the barriers before setting about chasing the guy who was in the lead.

In the distance I could see the girls cruising around when the lad in front tried to squeeze around the outside of Rhi, nudging her into the middle of the track. He put his hand up to but I saw the red mist so I've gone flat out between the pair of them and almost put old matey in the pit lane followed by Travis who's pretty much cleaned out himself, the kart and his girlfriend. Much to our amazement they didn't speak much afterwards. All in all though, I think it was a pretty safe and hazardous free evening – followed by a carvery!

Next stop for us is the IMBA round at Norley in Cheshire. If you're not doing much on June 9 pop over and have a watch! We all got our arses kicked at round one in France and we're hoping to show the foreigners the right way to ride around Norley. See you there!

*Lee Dunham*  
#281





© Steve Cox

# BRIAN DEEGAN!

FIVE MINUTES WITH THE FOUNDING FATHER OF THE METAL MULISHA...

Interview and photos by [freestylextreme.com](http://freestylextreme.com)

**T**here's no denying that Metal Mulisha founding member Brian Deegan is an action sports legend. Involved in freestyle motocross right from the start, Deegan – who recently turned 38 years old – is an X Games gold medalist, 125cc supercross winner and now even a race car driver specialising in rallycross and off-road truck racing. Our good buddy Ben Robert Richardson hooked up with the most decorated athlete in X Games' history ('the general' has 15 medals so far) to see what's going down in Deegan town...

**DBR:** Did you ever dream the Mulisha would get this big?

**BD:** "When I first started Metal Mulisha it was just as a group of guys that rode freestyle motocross and dirt bikes. I never thought that it would grow to this size but you know what? I work hard. Everything I do I try to advance and develop it, I want to take it to the max and I feel that's what we did with Mulisha. It's the roots of freestyle, we're the guys who really started this sport and I feel like it's here to stay."

**DBR:** At what point did you realise that the Mulisha was going to change your life?

**BD:** "I was running the company for like eight or nine years, it was growing and growing but I was so busy being an

athlete. It was around 2006/07 when the brand really hit. It doubled and tripled in size and I thought okay – yeah, we've made it. I feel like we were the first brand in action sports that had a group of guys, years ago there was the Bones Brigade of skate and now we were that for motocross. We had something unique that no one else had."

**DBR:** How has your rivalry with Pastrana panned out? Is it still ongoing?

**BD:** "Back in the day, Pastrana and I had a battle in freestyle. He was the man, he was really good and our battle helped build the sport. He was the good guy and I was the bad guy. Still to this day we race rally and cars together. Back in the day he used to beat me most of the time on bikes and now I beat him most of the time in cars."

**DBR:** Sounds satisfying?

**BD:** "Any time I beat him, damn I'm happy. That's cool."

**DBR:** How did it feel to put down the first ever 360 in X Games competition?

**BD:** "I've always wanted to be known for one big trick. Pastrana had the double backflip and certain guys have their moves. That one night in the LA Coliseum I did the first 360 landed on dirt and it was my move. I came up with the whole thing and so when people

think of the 360 they think of me. I feel like that's a huge accomplishment."

**DBR:** Was that your favourite X Games memory?

**BD:** "That 360 was definitely one of them. But coming back from breaking my leg at Winter X Games – where I crashed doing a 360 on ice and broke my femur in five spots, my hip and both my wrists. To come back the next year on the same jump and win gold... that was a huge accomplishment."

**DBR:** What's been your closest near-miss in the past?

**BD:** "A lot of the big moves at X Games give me that feeling where you're like 'woah'. There are so many big tricks like that, especially those step ups where you barely make it over and you barely save it or you crash. Winning best trick the day after the first 360, with another 360, that was another close moment."

**DBR:** What's been your worst injury so far?

**BD:** "I've had a lot of injuries. That winter X Games crash was bad but the worst was probably when I crashed while backflipping on the Viva le Bam show. My handlebar went in my stomach and I ended up losing my kidney and my spleen. I've still got a pretty gnarly scar from that one. That's probably my worst one."

**DBR:** What's the transition from two wheels to four wheels been like?

**BD:** "The transition from moto to trucks has been pretty good. Trucks are kinda like moto – but on four wheels – while rally car is like IndyCar and everything's really precise and there are big sponsors, big money and big pressure. It's different because freestyle moto was up to me, what I was gonna do is what the result was gonna be. In rally you have 10 mechanics and all these motors and set-up. There's so much to it and it's so much more complicated. Moto has helped me with everything though – it's a great foundation."

**DBR:** What are your plans for the rest of 2013?

**BD:** "I'm one of the only guys who races off-road truck series, the full rally series, GRC, X Games. I'm still riding dirt bikes too and love to ride freestyle at my compound with all the guys who come over. My life's pretty good. I have fun and still lay it down. I just love riding so 2013 is really making it to all these events and staying healthy. All I wanna do is win, I don't come to these events to get second or third – I do whatever it takes to win that gold medal."

**DBR:** What's an average day like for Brian Deegan?

**BD:** "I just get up at 5.30 when the sun's coming up, get out to work on the



## WIN!WIN!WIN!

SIGNED METAL MULISHA RACE SHIRT  
AND GOODY BAG UP FOR GRABS...

One of the most successful athletes in extreme sports history (that's **Brian Deegan**) has hooked up with the biggest and best extreme sports clothing retailer in the world (that's [www.freestylextreme.com](http://www.freestylextreme.com)) to offer the readers of Britain's biggest selling dirt bike magazine (that's **Dirt Bike Rider**) the chance to win an awesome Metal Mulisha prize package (that's a signed Brian Deegan jersey and a Metal Mulisha goody bag)!

All you have to do to be in with a chance of winning is answer this Brian Deegan related question. What is the name of the biggest, best and most bad-ass freestyle motocross team that Brian Deegan co-founded?

Is it: **A:** Metal Mulisha  
**B:** Metal Militia  
**C:** Mental Mulisha  
**D:** Menthol Mulisha

If you know the answer log on to [www.dirtbikerider.com](http://www.dirtbikerider.com) and follow the competitions link in **dirtZone**. The owner of the first correct answer randomly drawn after the closing date of **July 12** will have this oh-so sweet prize delivered to their doorstep.



course and the jumps, ride a little, go down Wahoo's for fish tacos – it's like my own little table spot. Later I'll hit the gym because I'm really in to jiu-jitsu, kickboxing and MMA so we go train. Then maybe some truck or rally car testing."

**DBR:** So a pretty busy day!

**BD:** "Pretty busy, but sometimes I'll take my son – little Danger Boy – down to the track."

**DBR:** We've all seen him on [metalmulisha.com](http://metalmulisha.com) – he's ripping.

**BD:** "He's the next generation, Danger Boy is gonna be the kid. He's already winning amateur championships which is stuff I didn't do until I was a teenager and he's only seven years old."

**DBR:** What's been your favourite bike?

**BD:** "Over my career the bike that stands out the most is my first one from West Coast Choppers. Me and Jesse James sat there and designed it and I think by doing that I was the first person to bring customised bikes into freestyle motocross. Who before was doing all that crazy stuff? I still don't think anyone has topped those bikes – they shut everyone down. Those are in my garage with my X Games bikes and to me they're priceless."

# WINDY THRILLER!

WIND STOPS PLAY IN CALI AS THE  
X-FIGHTERS HIT GLEN HELEN...

Words by Rob Warner

For round three of this year's Red Bull X-Fighters the sport returned to its roots – to the incredible Glen Helen complex in Southern California, USA.

Most famed for the awesome MX track there the organisers pulled out all the stops to create the biggest FMX course the world had ever seen. And it was on a scale the likes of which we may never see again as the course included a 60 foot step-up, a gigantic wall ride, quarter-pipe and a huge 200 foot 'natural' jump which the two-stroke guys claimed just not to have the horsepower to get over. In fact with only seven FMX 'ramps' and more dirt take-offs than you could shake a stick at – so many in fact nobody actually put a figure on it – the course truly paid homage to the sport's roots which of course all began in So Cal with the original 'free riders' hitting up big gaps in the surrounding hills and desert.

On top of that it was without a doubt the greatest rider line-up ever assembled for a competition with Taka Higashino, Adam Jones, Wes Agee and Javier Villegas joining X-Fighters regulars Levi Sherwood, Danny Torres, Robbie Adelberg, Thomas Pages and last year's winner Todd Potter in what should have been a show stopper. The show stopped alright but unfortunately

it was for other reasons.

On day one of practice defending series champion Levi Sherwood flat landed one of the huge gaps reinjuring a shoulder and instantly and sensibly pulling out. This was not the place to ride unless you were feeling 100 per cent.

Friday came and the wind picked up leaving the organisers no choice but to put back the qualifying to the morning of the main event.

The hot desert wind was a little less relentless come Saturday morning and qualifying took place, with none of the riders looking there usual selves – a huge course, limited practice and a gusting wind being the reasons why.

Todd Potter went down hard, undoubtedly down to a gust sending the bike sideways as he let go in the air as did Aussie Josh Sheehan who'd had a tough week taking a hat trick of heavy falls.

French wildman Thomas Pages was perhaps the first to make sense of it all with a good flowing run which included a 'flair' out of the quarter-pipe. But he was unable to pull any of his varial tricks in the tricky conditions.

Robbie Adelberg broke his jaw here 12 months ago but was back riding the same afternoon. This fearless approach paid dividends during the young

antipodean's run which included more flips than anyone else and would see him qualify in first spot.

Tense hours passed as the event start time came and went with the riders constantly coming out on course to check the wind. But it just wasn't to be as the winds were too strong and too unpredictable for the riders to take the chance. To be honest FMX at this level is so dangerous there can be no variables or chances taken and thankfully everyone left California relatively unscathed.

With the main event cancelled the X-Fighters rules look towards the qualifying positions for the final result meaning Robbie Adelberg finally took his first X-Fighters win with Thomas Pages' second spot putting him in the driver's seat in the overall standings as the tour heads to Osaka in Japan for round four.

## RED BULL X-FIGHTERS

### SERIES STANDINGS

1	Thomas Pages	245
2	Dany Torres	210
3	Rob Adelberg	210
4	Levi Sherwood	145
5	Josh Sheehan	90



Tom Pages gets radical in Cali, bro



Edgar whips up a storm in Barcelona

## XRATED!

ET GIVES A BARCELONA BEATDOWN TO  
TWITCH AND THE BOYS IN BEST WHIP

Home country hero Edgar Torronteras finally proved it's possible to beat Jeremy Stenberg in a voted-for-by-fans X Games Best Whip contest by claiming gold at X Games Barcelona. The flash Spaniard took 37 per cent of the text in vote to stand above Twitch and Josh Hansen on the podium.

With the Freestyle Moto X finals cancelled due to bad weather the only other FMX disciplines to be decided in

Spain were Step Up – won by Ronnie Renner – and Speed and Style that boils down to a Mike Mason versus Mat Rebaud showdown that the American wins.

Next stop on the X Games world tour is Munich on June 27-30 before the big daddy of them all – the LA X Games – goes off at the start of August. Log on to [www.xgames.espn.go.com](http://www.xgames.espn.go.com) for more info, images and videos. Yo.





# ***GOLDEN SANDS!***

***THE GAMBLE OF BRINGING CHAMPIONSHIP MOTOCROSS TO THE BEACH PAYS OFF FOR E22 SPORTS AS THE RED BULL PRO NATIONALS BRIGHTEN UP AN OTHERWISE UNEVENTFUL WESTON WEEKEND...***

**F**or the second round of their seven stop series the Red Bull Pro Nationals hit the beach front at Weston-super-Mare, attracting a whopping 10,000 spectators over the weekend. The event was deemed to be such a success that e22 Sports have already announced they'll be back for more in 2014!

It was the first time championship motocross had been staged on a UK beach and the ground-breaking event was a resounding success, drawing in a large number of local residents and getting the full support of the North Somerset Council.

"What an incredible weekend – not just for us as a team of event organisers but for the sport of motocross," reckons Matt Bates. "I don't mind admitting to

losing one or two nights of sleep over this one but thankfully the gamble paid-off and we can rest on a Monday thanking god for amazing weather, the riders for their loyalty and North Somerset Council and their residents for investing so much in to the event.

"I'm also really pleased to be able to announce that after such a resounding success the series will be returning to Weston's beach front in 2014 and, who knows, we may even try to secure some more venues within walking distance of the town centre for the future!"

Also enjoying success in the Somerset seaside town are series pace-setters Kristian Whatley and Steven Lenoir who both top the podium and extend their championship leads.

Another 'athlete' enjoying the spoils

of success is 16-year-old Welsh lad Morgan Hammacott who wins a Commencal BMX in our free to enter competition. The student from Pontyclunne simply stuck his head through a hole, let Hodders take a picture and then tagged himself on Facebook when we finally uploaded them. He then sat back and waited patiently before being randomly picked from the 200-odd eligible entrants. "I can't believe it – I've never won anything like this before," said Morgan from the depths of his duvet when Hodders called to let him know he was a winner. Apparently it's not just early birds that catch the worm...

The Red Bull Pro Nationals now move to Culham Park in Oxfordshire for round three on **June 29-30**.





Nico Aubin yanks a fat holey on the Buildbase Honda



The Pro Nationals experience isn't all about the racing



Massive crowds came out to see the action



Kristian Whatley extends his RBPB championship lead

## SERIES STANDINGS

### MX1

1	Kristian Whatley	129
2	Milko Potisek	114
3	Nico Aubin	108
4	Brad Anderson	99
5	Jamie Law	92

### MX2

1	Steven Lenoir	142
2	Neville Bradshaw	120
3	Graeme Irwin	120
4	Bryan MacKenzie	95
5	Nathan Watson	88



## FORMA PREDATOR BOOTS

For years Forma boots have been loved by motocross riders worldwide but they've gone one step further with the Predators as they feature an extremely strong hinge dubbed the Dual Pivot Connector which is made from a special mix of nylon, carbon fibre and fibreglass.

As well as being uber-protective the Forma factory has done an amazing job in designing this boot to be extremely comfortable n'all which makes them a definite winner in our books.

**Price:** £330

**Supplier:** apico.co.uk

**Contact:** 01282 473190

## PETRONAS RACING OILS

The Petronas range of lubricants includes the Syntium Moto range of fully synthetic performance engine oils that are specially engineered to provide the ultimate engine protection and performance for engines running under the most extreme and demanding conditions. The comprehensive range also includes cleaners, maintenance sprays, lubes and so on and so forth so is well worth checking out if you get the chance.

**Price:** see website

**Supplier:** pjme.co.uk

**Contact:** 01902 307457



## MATRIX M3 CANS

Coming in a stunning range of colours, these easily personalised 18-litre M3 utility cans have an all-new shape that makes them even easier to squeeze into your van or trailer. But it's not just their spatial awareness that makes them cool because the full range of Matrix workshop products – stands, toolboxes, mats etc – are designed to compliment each other and when used together really improve the look of your pit area. Whether that's important or not is up to you but we think it's pretty rad.

**Price:** £49.99

**Supplier:** decade-europe.com

**Contact:** 01792 469811

## FSAS TWITCH T-SHIRT

If you're a fan of Jeremy Stenberg – and recent results from the voted-for-by-fans Best Whip contest at X Games would suggest there are plenty – then you need to get this Famous Stars and Straps Twitch signature t-shirt in your life. It's bold, it's cool and it's available exclusively online from the world's #1 extreme sports store – [www.freestylextreme.com](http://www.freestylextreme.com).

**Price:** £26.99

**Supplier:** freestylextreme.com

**Contact:** 0117 304 9561

## 100% ACCURI GOGGLES

Old man Wakker is a big fan of these 100% Accuri goggles and who came blame him as the cool looking ergonomically designed frames are super comfy and the clear lexan lens and comfy foam work together in such a way that they're extra ace at stopping dirt from getting in your eyes. What more could you want from a pair of goggles? Check 'em out at your local dealer...

**Price:** from £34.99

**Supplier:** decade-europe.com

**Contact:** 01792 469811





## ROCK OIL AEROSOL FILTER FLUIDS

Rock Oil have revised their range of air filter fluids so it now includes 400ml aerosol versions of their excellent Factory Foam filter fluid and Factory Foam Klean cleaner as well as the award-winning Factory Eco Foam spray that has SWWAFF – that's Synthetic Water Washable Air Filter Fluid – technology inside! They're available right now so if you like servicing your filters with sprays, what are you waiting for?

**Price:** TBC  
**Supplier:** rockoil.co.uk  
**Contact:** 01925 632499

## APICO BRAKE MASTER CYLINDER COVERS

If you wanna spice up your brake master cylinders a bit then check out these anodised billet covers from Apico. Available for most models of bike from evo racers onwards they're on sale right now at a dealer near you – you won't miss them, they look all blingy n' stuff!

**Price:** from £9.99  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190



## DS-1 PRO HYPE X MOTOCROSS GOGGLE

DS-1 is a brand-new brand to the MX goggle market but their range of racing eyewear is still pretty impressive. From the entry level Hype goggle to the top of the range Pro Hype X there's something to suit almost everybody and with features including – double glazed iridium lenses and double hypoallergenic face foam on the Pro Hype X model – they're definitely up to spec.

**Price:** £29.99  
**Supplier:** ds1sports.com  
**Contact:** info@ds1sports.com

## CLYMER REPAIR MANUALS

Although it's a bit hit and miss as to whether they cover your model of bike or not, when they do, Clymer repair manuals are just the thing for people who like working on their own bikes. With step-by-step guides to most service routines and repairs they really are a helpful resource. See if your machine of choice is covered in the range by visiting [www.motohaus.com](http://www.motohaus.com) where you can also buy one n'all.

**Price:** £25.99  
**Supplier:** motohaus.com  
**Contact:** 01256 704909



## RED RAVEN SPEEDVIEW GOGGLES

Red Raven Speedviews are the world's first wireless roll off goggle that allow you to grab yourself clean vision without moving your hand from the handlebars thanks to their patented switch system. The goggles also feature anti-fog, static free lenses and a silicone band on the strap that's guaranteed to keep it gripping your helmet. Mail order specialists Demon Tweaks have just taken a large delivery of Speedview goggles and spares so if you wanna stick some on your face then you know where to go...

**Price:** £148.97  
**Supplier:** demon-tweaks.co.uk  
**Contact:** 01978 664466

## UNIT LAPD AND ROCK T-SHIRTS

UNIT continue to push the limits with their LAPD and Rock t-shirts. Made from the finest cotton around with a print that's guaranteed to last there's no problem with the quality although the look might not be to everyone's taste. Check out the full range at [www.freestylextreme.com](http://www.freestylextreme.com)...

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**Contact:** 0117 304 9561







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The unbelievable success story of KTM in the MX2 World Championship continues and the new, supreme KTM 250 SX-F is dominating the field. Jeffrey Herlings and Jordi Tixier are vying for victory. The two of them are as athletic, quick, agile and powerful as their machines. In the hard-fought battle for every point, man and machine become an unbeatable entity. Jeffrey takes to the start commandingly with total commitment and only one goal – the title for him and his team!

**The new KTM 250 SX-F – the weapon to win!**

**250  
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# WHATS:

# INSIDE HIS HEAD

KRISTIAN WHATLEY IS BACK WITH MBO YAMAHA FOR 2013 AND AGAIN LOOKING LIKE A SERIOUS TITLE CONTENDER...

Words by Jeff Perrett photos by Suttly and Nuno Laranjeira

**S**urely there aren't too many British motocross fans that would argue that Kristian Whatley is one of the most naturally gifted riders of his generation? There are however many who would argue that he's yet to fulfil his potential and is likely never to do so due to an apparent lack of focus or knuckling down.

Back in 2011 Kristian was pushing Brad Anderson hard for the Maxxis British MX1 title riding for Roy Emberson's then Samsung Yamaha team before a crash and shoulder damage at Foxhill put an end to that title challenge. That would ultimately be his last ride with the team before switching to PAR Honda.

Throughout 2012 it would appear Whatley had gone missing in action and was struggling with it all once again. However, teamed back up with Roy and Yamaha for 2013 and now with a manager in the form of a world BMX champion and owner of the Stolen BMX Company – Anthony Revell (or Revs as he's affectionately known) he seems to be back on track in following in his father's footsteps and winning a British MX crown. So is he? Well let's find out if he thinks so and get his take on the past year or so.

**DBR:** Right, let's get straight to the point. You're an exceptionally talented rider but all too often I've heard people say that you're wasting your talent. Are you conscious of that and do you

even care?

**KW:** "Yeah I obviously care and I know people say that. As much as I know I have the speed and talent people in our sport only know the Kristian Whatley they see at the weekends and they don't know about the past five or six years I've had in my life outside of racing. I'm really not going to go into too much detail but mum and dad decided they wanted to move to Spain when I was 16, which is fair enough but I didn't want to, so I didn't. In that time I've been a bit lost at times if I'm honest. I've had to grow up a bit faster and try and look after myself but there have obviously been times I've been a bit immature. I've made mistakes but then who hasn't?"

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**DBR:** Clearly you wanted to follow in your father's footsteps and become a pro motocross racer because you're doing it but when did you recognise that fact?

**KW:** "It was 2004. I'd been racing but I wouldn't say that we had the best equipment or at least stuff that was competitive to some of the riders I was racing with. That was dad's idea though so I would learn to get the most out of what I had and learn to carry corner speed. Then I got on to a big-wheeled 85cc Honda, my granddad tuned it and I started to win a lot more and become quite dominant. I remember setting the quickest lap time of the weekend at a BSMA national at Landrake over everyone – Searle, Rowson and all the 125s. That's when I knew I could become a good pro rider."

**DBR:** Interesting to hear the influence of your dad. So answer me this, so many people also say 'chip off the old block' and how much you're like your dad. Have you ever felt the pressure of that as you've come through the ranks?

**KW:** "Never, I don't know why it is but I don't. There's often older people that come up to me and start talking about the old man and saying how good he was and this and that but I'm not bothered about it. I'm just doing my own thing and I just want to get up on Sunday morning and enjoy my racing. Don't get me wrong I'm proud of what dad achieved and he's taught me so much but I'm my own man. I'm laid back and try not to get all worked up or feel pressured."

**DBR:** Okay fair enough but the similarities between you and your dad are so obvious for anyone who was around the time he used to race. He must've had such an influence on your career, almost to the point of you not actually knowing it?

**KW:** "Yeah, he probably has and I don't doubt that. Definitely when I was much younger, he taught me so much about bike set up and the importance of it and how it can affect your racing and confidence. I used to come home from school and get changed and be straight on my BMX and dad would call me into the workshop and start trying to show me stuff about working on bikes. He'd be putting a tyre on my 85 ready for the weekend or something and then he'd just suddenly go 'there you go son, a new tyre on, now take it off and put it back on!' I used to hate that, but in the long run it's done me good. He's won British championships and GPs, I knew that and I knew I'd be stupid not to listen to him but having said that we definitely wind each other up when it comes to racing, especially as I've got older."

**DBR:** Seems to me you're very particular about your bike set up, kind of more towards what we hear about Christophe Pourcel and that end of the spectrum rather than someone who'll just get on with what they have been given.

**KW:** "Yeah, I'm methodical. I know how I like my bike set up and I try to work hard with the team to get that set up, if it doesn't happen then I struggle to ride through it and I don't feel safe pushing hard when it's not. The way Roy sets his team up suits me for sure. We work hard with Trevor Avery and Steve Payne at Multitek on the engine and suspension and those guys know their stuff and I can't thank them and the MBO Yamaha team enough – as Roy would say 'they're the bol\*ocks!'. I like to be able to set a bike up right and that's why I like the free practice we now get at the Red Bull Pro Nationals – it gives me a chance to get it dialled. I don't even try to go fast in that session – I just concentrate on what the bike is doing."

**DBR:** You've already highlighted it a little there but are there other reasons why Roy's MBO

## MANAGEMENT SPEAK!

### TWO TICKS WITH ANTHONY REVELL...

*"The nipper lives down the road and we all know how good he is on a bike so with business going well I thought I'd get behind him a little bit and give him some support. He needs that around him. His mum and dad are back in the UK now which helps but he's grown up a bit now and that's when your start doing your own thing and find your own way but you still need people around you who can take the pressure off."*

*"He's grown up quite a lot in the last year and I've been reminding him all the time of the opportunity he has – I think he needed to be constantly reminded of that. I think the penny has dropped a little bit and he knows he has to push on now before it's too late. If he stays injury free he's got a real good chance winning British titles over the next few years."*

Yamaha team seems to be such a good fit?

**KW:** "I don't know... it just is! I suppose it's because of how Roy runs it. You know what he's like – he's black or white. That makes it easier and if you're black or white and straight with him you just get things done and get results. I get on well with Jon [Giffard – Team Manager] who oversees everything and takes the pressure off my new mechanic Reece who's learning the ropes a bit."

"Everyone bangs on about it's the Yamaha that suits me but I don't think it's that. I mean, I've won a championship when I was on a LPE Kawasaki. I think it's more how the team work with me to get the bike how I want it. Like anything really, if you have a good team of people behind you who understand what you need success is going to be easier to find. Roy wants to win and he's like 'what do you want son?' and I tell him and he'll go out and try and make that happen. He works hard and the team has some good parts on the bike but it's tough because it costs a lot of money. He deserves a major financial sponsor because I think the team is one of – if not the most – professional teams

in the British paddock."

**DBR:** Throwing a curve ball right back at you then, why did you leave in 2011?

**KW:** "I'm not going to go into the full details. All I'll say is that there was interest from other teams and it got a bit messy. My head was turned and looking back I could've handled it better and I probably needed better guidance. But I have that now with Revs."

**DBR:** So you parted with Roy and ended up at PAR Honda but it's fair to say that didn't work out did it?

**KW:** "Yeah, it just didn't happen for me. I also had an offer from KTM to go and race GPs and earn more money but I thought the safer option would be to go onto the team and bike where Brad Anderson had so much success and win the British championship before having a proper stab at GPs. You have to judge a book by its cover sometimes when you change team and obviously they had a lot of success with Brad but I'm not like Brad."





*Although many think it's the YZ450F that suits Kristian's style he reckons it's just down to set up*

**DBR:** What are you saying then? You didn't gel with the bike? The team? Or both?

**KW:** "It was more with the bike really but then as I continued to struggle I suppose everyone got more and more frustrated and it started to go wrong. I came into the first Maxxis round at FatCat still nowhere really close to where I wanted to be with my bike set up. We'd been in America testing for weeks and had all these different settings and options but none that I really liked or at least found that worked well together. I knew I had the speed from the previous year but I wasn't comfortable and by pushing too hard I had a huge crash and cracked a vertebra and broke a couple of ribs. It was always an uphill battle from there."

**DBR:** What was going through your head around that time then because half a year earlier you were pushing Brad for the title? Was jacking in on the cards at all?

**KW:** "Yeah it was – like nearly anyone does at times. I started to think why am I putting myself through this? I could be going out at the weekend with my mates and having a good

laugh rather than being in bed at 10 and watching what I eat.

"Then the opportunity to go and race in Australia came up and with where my head was at it was too good to turn down. I almost needed to go to get my head straight, start having fun again and regroup. Obviously it didn't go down well with the team but it sorted me out and I've learned to look out for me first. I want to enjoy my racing and for it not to be a chore because it doesn't last forever. I came back determined and with a point to prove and hopefully that's showing. I liked the experience of Australia, it would be good to go back there one day but right now my focus is to try and win all three major titles in Britain this year."

**DBR:** Seems to me that you're not the kind to live and breathe motocross and need to escape it more than some?

**KW:** "Yeah I think that's true. I'm the kind of person that really needs his friends, to go out and have a laugh and try and forget about that side of racing. Then come back to it next day, full on and mentally refreshed."

>>

## WHATS: THROUGH THE AGES



2007



2008



2009



2010



2011



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Hunting down Martin Barr at Foxhill in 2011 – hours later and his season was over



## MANAGEMENT SPEAK!

### TWO TICKS WITH ROY EMBERSON...

"He got a lump in his trousers towards the end of the 2011 when people started mentioning GP rides. I knew what was going on though, I had him under contract and that's when it all got messy but he's back and the lad is doing well. Everyone is stabbing you and spitting on your back in this sport but you learn to deal with it – I've got no grudge with the kid or I wouldn't have had him back.

"He's a couple years older, he seems more sensible and I hope he's learned his lesson. He's got good bikes and good team around him. I'd like to see him finish in the top three and if he wins a championship or two then we'll sit down with his manager and see if we can go again.

"He frustrates a lot of people because he is very good but in the past he hasn't always shown that when he should've. It's getting them right in the head and too be fair he seems to be getting there a bit more with that. You can say to the lad 'it ain't the right thing' and he'll say 'but I'm happy with it' so I let him have it, I've learned that."



**DBR:** Careful KW, you're getting dangerously close to sounding mature! It genuinely sounds like you've grown up a lot and are starting realise your potential. What's been the wake up call?

**KW:** "Just coming across the right, good people and them getting behind me really. Revs is such a good guy that understands who I am and what I'm like. He's a business man but at the same time he's one of the lads and we have a laugh but he also knows when to have a laugh and when not to. Phil Lewis has also helped me loads and got me support from Dextra lighting which has also made my life easier and enabled me to concentrate more on my riding and training. Revs has sorted me out with a van so I don't have to worry about that, it's all good."

**DBR:** Interesting that you say 'people that understand me'. You've always struck me as someone who if dictated to and told what to do will rebel rather than do it.

**KW:** "Yeah that is what I'm kind of like. I've always been that way with my dad for example. If he tells me to do something that I really don't want to do I'll do the opposite, like I said, we've always wound each other up. Not to the point where we've properly fallen out or anything. You know what it's like with family!"

**DBR:** Oh I hear ya! Talking of family, you'll be starting you own soon won't you?

**KW:** "Hmmm, steady! Not sure if I'm ready for that and I couldn't afford it yet anyway! I've been with Gemma for about a year now and it's going good. We're looking for a house at the moment – let's worry about that first."

**DBR:** Okay, I'm only messing you know that. Do you feel more mature though?

**KW:** "Yeah I do. I must do because I've actually noticed that! I feel a lot more mature on the bike too. Every track we race in the UK I've ridden

enough times now and I know how it will develop and you could almost ride it with your eyes shut... well, you couldn't but you know what I mean."

**DBR:** You're often branded as one of the most naturally talent riders of your generation, so does it all come easy? How much do you actually think about technique when you're riding?

**KW:** "I wouldn't say that. Motocross is one of the hardest sports ever. I mostly concentrate on lines. The rest, like throttle control, body position and all that now almost comes instinctively through years of riding and practice when I was younger.

"You should never stop thinking about lines and stuff when you're racing and always look out for better lines when you're out there. I've always said 'what if?' you know, 'what if I jump off that bump onto that bank, pre load the







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suspension, lift the front wheel over that, or whatever'. I'm always looking for ways to go faster around the track during the race.

"On race day I can look miserable but I'm not, it's because I'm always trying to focus on getting the job done. I always listen to people telling me lines and advice. I may not seem like I'm listening, that's just my character but I do take it in. If I didn't then I wouldn't be here now talking to you about being a pro motocrosser."

**DBR:** Nobody has the benefit of hindsight but let's say we could fast forward three years, what would you like to be able to say you've achieved in that time?

**KW:** "I'd like two British championships in the bag if not this year, then the year after and the year after that and say 'well here we are again'. To be able to say I'm comfortable within the team and happy and content with a good life away from motocross too."

**DBR:** Not racing GPs then?

**KW:** "I'm not going to say I never want to have a full season at GPs but they are just something I'm not looking towards at the moment. If the right opportunity came along I'd have to consider it but I think you have to be at least in the top eight to make a decent living by doing them. I do believe I could do that but at that level especially so much depends on the team and equipment."

**DBR:** Does that frustrate you?

**KW:** "Yeah it does actually but only if I start to think about it which I don't do much anymore. I had a chance on the Rinaldi Yamaha last year

but I was coming back from injury, from being away in Australia and literally had to turn up and ride a bike that was set up for someone else. Again from trying to force it I crashed and knackered my shoulder which still isn't quite 100 per cent. I thought I did okay until the crash considering I didn't feel safe on the bike. That's nothing against Rinaldi or the team I just never had any time to work with them on the set up really. At that level you have to have everything working at 100 per cent if you're going to make a name for yourself."

**DBR:** Going back to the start of our chat, everything you've said and looking at where you are now how much did the experience of staying behind in the UK while your mum and dad moved to Spain teach you?

**KW:** "A lot! I think it was a good thing because it was tough at times but I've learned a lot about myself and other people in that time. My nan and granddad said the other day that I've probably lived in about 11 different places since 2004. When I did move away from Bournemouth I didn't like it. I didn't have any of my friends around and it got a bit dark there for a while. I lived at Roy's for a bit and I enjoyed that but after a while I started to miss home. It's cool to see mates from school and catch up. This is my home, I'm happy here and if you're in a happy environment you're going to feel good and that makes your job that little bit easier."

**DBR:** So you're saying it's all about what's going on in your head really?

**KW:** "Yeah, everything is your head isn't it?"

**Kristian's been solid all season**







# THE GREAT OUTDOORS?

ALTHOUGH IT ALMOST SEEMS LIKE AN AFTERTHOUGHT THAT'S BOLTED ON TO THE END OF THE SUPERCROSS SEASON THERE'S A LOT MORE TO 'GOING OUTSIDE' THAN YOU MIGHT THINK...

Words and photos by Steve Cox





**S**upercross is really just a sub-category of motocross racing. At its roots it is essentially just motocross racing inside a stadium. But since its inception – around 40 years ago – it has become more and more specialized to the point that motocross is almost the less important of the two sports.

In the USA there are now 17 rounds of supercross racing plus the Monster Energy Cup compared to only 12 rounds of AMA National motocross racing. And because there's so much emphasis on supercross in the USA it's no surprise that the teams and racers tend to put more time into it than they do motocross even though motocross is still the roots of the sport.

We talked to a bunch of top racers – veterans and youngsters – technicians and team managers to find out exactly what they see the biggest difference between the two sides of the sport are...

## KEN ROCZEN

*2011 MX2 world champion  
2013 250 West SX champion*

"Outdoors, I'm never out of breath. So I think supercross has more intensity – there's jump after jump and it gets your heart rate that much higher. Here, it's just an endurance thing. You feel pretty good in the beginning of the moto but it looks a lot different when you come to the last two laps. Obviously, the heat plays a big role too. Supercross is just who gets a start and hammers it down for 15 laps. I think supercross is a little easier, actually. Not focus-wise because the tracks are gnarly but you can get a flow going. I don't know. I'm really excited going into the supercross season but once it's done I'm super excited to go outdoors."





## BROC TICKLE

2011 250 West  
SX champion

"Obviously, we race longer outdoors and we have two motos. That's the main difference. You have to train a little differently to be ready for this and the whole bike is pretty much different – suspension, tyres, and even motors for most teams. It's a whole different world for teams and riders."



## ELI TOMAC

2012 250 West  
SX champion

"The biggest difference to me is that in supercross you have to sprint at the beginning, in the middle and in the end. In motocross, you kind of have to find that happy medium of, 'do I go early, do I go halfway, or do I go at the end?'. So, for me, it's figuring out really when to lay the hammer down. In supercross, you don't have that choice – you just have to go and make it happen. Also, in motocross you definitely have to be a little more creative – like today I was turning the big braking bumps into little doubles and triples going in to the turns. Just hopping, skipping and jumping – instead of just pounding yourself. So it takes some creativity, for sure."



## RYAN SIPES

Rockstar Energy  
Suzuki racer

"The bike is set up totally different – motor and suspension. Your outdoor setting will be a lot softer while supercross is a lot stiffer. To me the outdoors is a little bit more laid-back and just kind of relaxed. Even the way you ride is more relaxed and kind of fun. It seems like you're always intense and on that edge in supercross while in outdoors I do better when I chill out and just ride."



## DEAN WILSON

2011 AMA 250cc  
motocross champion

"Indoors I think is a lot more convenient because it's always in the big cities and the airports are closer. But I think motocross is more of the true heart of motocross. It's more natural. It's easy for fans to be supercross fans because it's just so easy to attend the races. But to be a fan of motocross you really have to kind of know the sport. But I like both and obviously supercross is a lot more of a show and outdoors is just gnarly. Outdoors you definitely have more line choices, more time, more everything. So, it is definitely different."



## RYAN DUNGEY

*Multi-time supercross and motocross champion*

"I think the biggest difference is the intensity. We're pushing as hard as we can in both motocross and supercross but with the rhythm sections and obstacles supercross is much more intense. Obviously outdoors is more forgiving, more wide-open and everything is more mellow and tamed and it's a lot faster. But there's something about supercross with back-to-back triple-triples and whoops... you have to be so on top of your game.

"It's just one of those things. You're like just lightly touching every part of the track as you're going around it. And you just kind of try to keep light on the bike and everything. And it takes a lot of effort and a lot of pumping physically – like BMX. So, physically, it's tough with your heart rate spiking. I think you run it a little higher but shorter. Outdoors, your heart rate may be a little

lower and then builds but it's over 35 minutes.

"Supercross does tend to get more one-lined – especially nowadays with the four-strokes. They're going so much faster than the two-strokes so it's like nothing is as tight anymore – you can't afford to check up and go under because the guy is going to rail around the outside. It's speed, flow and just consistency.

"Outdoors you have five lines in a corner so you have more variety. It's not laid back, it's just you're always trying to keep the bike in line. And you're not doing the pumping. Sometimes in supercross when you're really in it you start holding your breath because it's so steep and different. Outdoors, you're going down a straightaway and taking a couple of breaths, pulling a tear-off... You have time to breathe."

## JIM 'BONES' BACON

*Pro Circuit chassis expert*

"Well, the bikes from a suspension point of view are set-up completely different. The chassis is also different. I personally like the outdoors better because it's what I used to race – we all did. And I think for the riders, even though they've been racing all year, it's just a whole different thing. The speeds are higher, they have to carry more momentum, they use different muscles. When they first start riding outdoors, even though they've been training all year and riding all year, they get sore the first couple times. It's a little more work but I personally like it better.

"But the bikes are way different and the riders have to approach the outdoors quite a bit different to supercross. That's the biggest difference that I can see. On the track, it's all about carrying way more momentum and it seems like you don't have to study the track so much. It's more natural for these guys.

"In supercross, you're studying videos and you're trying to find a tenth here and a tenth there. Obviously that would help outdoors too but it's not so critical. It's a two-minute-plus lap time instead of a 50-second lap time. I like it. And you've got two motos so if you make a mistake it's not so critical."



## JUSTIN BARCIA

*Two-time 250 East SX champion*

"Supercross and motocross are so different track wise and stuff. For the 450 rider at least, it's such a quick change and you really need to be on your game and getting ready for outdoors while you're still racing supercross and that's a tough thing to juggle. Outdoors is a little more gnarly – the tracks are rough and it's usually hot. I even cut my hair because it's so hot out here! And then people were like, 'So you've got to shave your moustache, too,' and I'm like, 'No, no, no. It's one or the other' [Laughs]."







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## ANTHONY PAGGIO

*Oakley's Two-Wheel Motorsports manager*

"Supercross is pretty standard with everyone running seven tear-offs. Sometimes, they'll go to 14 if it's an outdoor stadium and there's a little weather or something. The weather is always changing outdoors so you always have to be cautious of rain coming in or of the light conditions – doing darker lenses etc.

"Other than that it's pretty much the same. You start off with the normal tear-offs – 14 for outdoors instead of seven for supercross – and then just look at the weather pattern or how bright it is. Sometimes, when it looks like they've watered a lot or something and you go ask some of the riders if they want to do, like, 21 tear-offs or anything like that some of the more confident riders will say, "Nah, I'm good with 14 because I'm going to get the holeshot." But usually we like to err on the cautious side and just go ahead and load them up. And if they get the holeshot they can just tear them off quicker."



## COY GIBBS

*JGR/Toyota Yamaha team owner*

"Outdoors tends to be a little bit harder to sell the sponsors... For sure. You know, I'm an owner, not a rider. I enjoy it. I like it, and I think it's cool but it tends to be a little more difficult. There's a lot more money going out than there is money coming in when you go to the Nationals. On the rider side, in all reality, if you're in shape and healthy you're going to have to push but you have to do that in any sport. It's when you come in unprepared – I think that's when guys get in trouble. And it's hard on them. I can say that while I'm sitting in the grass over here watching it but it's like any sport. Some guys will lay it out there, put it on the line, and some won't. I don't really enjoy getting to the track a lot of times because they're more rural and harder to get to but once the racing starts I really like it."



## JAKE WEIMER

*2010 250 West SX champion*

"I don't know if you can really compare them. The only thing you're doing is you're still riding a dirt bike so that's the same but otherwise it's a lot different. Supercross is obviously difficult but outdoors is physically tough with the heat and the long motos so I think the biggest difference is just physical. Outdoors is a lot harder.

"I guess at this point I've been doing it for a few years now so you just kind of know what to expect already. But I think as long as you're ready you don't really need to change how you approach it. As long as you're in shape, you

don't really need to change.

"And then there's the bike setup. You really have to have something you can ride for 35 minutes without beating yourself up. I mean supercross is usually under 20 minutes but it's such high-intensity and high heart rate that you still need something that's comfortable but obviously you're trying to find the balance between being comfortable and still going fast. You can get the bike on more of a razor's edge of handling for supercross but outdoors you don't necessarily want that."



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## NICK WEY

*Veteran privateer*

"I think the outdoors is tougher on everybody – all the crew guys and everybody just because it's so hot out. But it's the roots – it's where everybody grew up riding.

"You see rookies come in pretty hot in the outdoors because that's all they've ridden and then they come into supercross and they struggle – that's normal. And then, when you're a guy like myself, who has ridden for years, I think supercross comes a little more natural to me because we spend from September until January practicing that where we don't really have a huge block of time that we practice outdoors. I don't necessarily think that, 'I'm a supercross-only guy.' It's just something that comes easier to you as you're older in your career because you spent so much time practicing supercross.

"And honestly it's impossible to simulate the conditions of a National. So these guys coming out of the amateurs where they race 10 times a year on tracks where there are hundreds of guys and they get similar type of practice... it makes sense for them. They come out and they feel comfortable where for a guy like myself, I go to Glen Helen in December and the track is smooth and I feel like a hero. Then you come out here to the races and it doesn't even equate."

## MARTIN DAVALOS

*Monster Energy Pro  
Circuit Kawasaki racer*

"I think the biggest difference is just endurance. You know, you've got to get ready for two 30-minute plus two lap motos. And in supercross it's 15 laps – it's more of a sprint race.

"The bikes get really trashed here outdoors – there's a lot of sand, there's mud, there's heat... And for us, our body, it's just really demanding. So fitness is a big difference.

"And in the 250cc class you're not doing East Coast or West Coast – everyone is together. Everybody in the top tier and everybody's in shape and training hard – it's competitive."



## KRISTIAN KIBBY

*GEICO Honda engine tuner*

"I guess one of the first things we look at is the run time of the motorcycle. In supercross you barely get 50 minutes of run time throughout the entire weekend. Outdoors it's more like two and a half hours so durability becomes a factor. And also there's a lot more riding per session and there's a lot more maintenance required.

"For example, between the first moto and second moto today we had less than one hour from rolling off the track after moto one before first call to staging for the second moto. So, if you had to do a large task you'd be really pressed for time. So we try and stagger things so that if we want to schedule an oil change throughout the day we'll more than likely do it before the first moto and try to leave the bikes alone in between moto one and moto two.

"There's a lot more that comes in with the longer time put on the engine and quite often it's more strenuous on the engine. You want to be careful how you build the engine because they're going to be subjected to heavier loads with the

deep-tilled tracks, hotter ambient temperatures and longer run times...

"There's big heat going through the motor and reliability is a big concern. It's so competitive in the 250 class that if you drop 25 points because of a mechanical that's going to be so hard to make up. I think the top-three guys last year didn't really finish outside the top four all year – let alone drop a moto. It was more common in 2004 to 2007 to see a lot of bikes being pushed off. Nowadays, everybody has kind of got a handle on it and we have to keep it that way.

"While power is important, motocross is not drag racing and so it's more about the power delivery – it's more about coaxing power out of your engine or massage some of the surrounding things – pipe, gearing, intake tract, mapping. If you can have it running clean and strong with good mid-range – that's key. It's still no use in motocross – whether it be sea level or high altitude – just having a top-end screamer."





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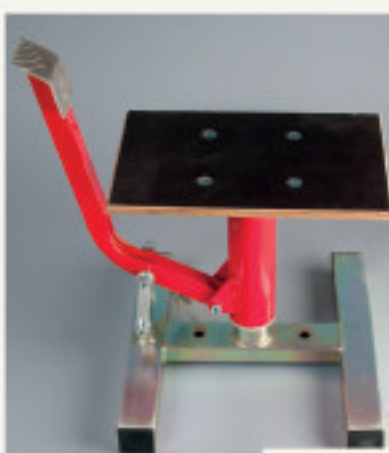
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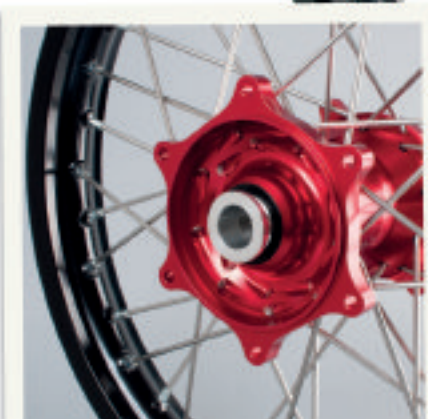
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# ORANGE PUNCH!

WITH A KICK-ASS RANGE OF REFINED OFF-ROAD RACE BIKES LINED UP READY FOR 2014 KTM ARE HOPING TO DELIVER A KILLER BLOW TO THE COMPETITION...

Words by **Ed Bradley** and **Geoff Walker**

**T**he stage for the 2014 KTM test is the beautiful island of Sardinia where the backdrop is the sea and there are plenty of trackside cactus dotted around the place making sure we stay on the track in an effort to avoid crashing into them and feeling a prick!

So why would KTM travel all the way to Sardinia to let the world's press have a rip on their latest machines? The big news for the 2014 models is based around the enduro machines which have received spec updates that will make the rock riding, tree root ripping racing machines even more competitive than they already are. It just so happens that the 100th ISDE is being held here in Sardinia later this year and the connection is made.

As well as getting to grips with the motocross models for me it was also a great opportunity to get on a two-stroke enduro bike and go off-piste and chase DBR's enduro tester Mr Wakker. He soon disappeared off into the dust leaving me to bounce off rocks on the single bike trails. It was great fun having a play around. However, I'm sure there was something else I was supposed to be doing! >>





Not all was plain sailing though. As we landed in Sardinia it turned out that Wakker's kit bag hadn't made it on to the plane in Rome. Apparently a couple of other journalist had seen it as they looked out of their window as the plane taxied off and commented 'I feel sorry for the guy whose kit bag that is!' as the solitary piece of luggage was left stranded.

It sucked for Geoff as he had to wait for his kit to arrive before he could ride. Fortunately for me it was only my race shirt that Geoff had brought so I got in to the spirit of things and wore the federation's 100 year ISDE race shirt that had been given out as a gift in the morning until the lonely kit bag had been reunited with its long suffering owner. During this time we listened to what KTM had to say about the new bikes.

You know when there haven't been many modifications to the bikes when the presentation starts off with how well KTM have been doing in the market over the last few years. But they should shout about it!

After a dip due to the recession sales figures are back up to where they were beforehand and I think it's safe to say that KTM do an amazing job of marketing their machines and the effort that they put in to winning championships both here in Europe and now in America is obvious. I like the motto that KTM use too – win on Sunday sell on Monday!

With the MX machines getting a major overhaul a couple of years ago – plus significant changes to the 2013 orange brigade – KTM have spent a lot of effort on the enduro machines leaving little time for development in the motocross department. However, some changes have been made – subtle ones that make a difference.

For example, the fuel cap has been modified in shape and has a reworked, deeper thread making it more reliable and easier to use. The seat foam – we were told in plenty of detail – has been developed to give a more comfortable ride. 'Cairolì, likes to have a comfortable ride', we were told 'and the foam manufacturers have produced an improved quality foam!'

I wished they hadn't mentioned this though because as I was riding around the circuit – over bumps sat down – I could feel the hard, plastic seat base quite easily... I've taken it personally and I'm now on a diet because I guess I need to be the same weight as Cairolì to get the comfort!

All SX machines have a new rear chain guide that reduces noise. It's stronger and weighs 120g less than the old one which is a relief because now I don't have to lose so much weight on my diet! There's another 300g I don't need to lose as well because all the four-strokes have crankcases without the kick-start done now. KTM have only ever sold a handful of kick-start kits for their bikes and see no point in providing this as a future option. Take note Japanese manufacturers – kicking is so old school!

The 250F helps further by now only having a five-speed gearbox. Jordi Tixier explained quite simply when asked about the sixth gear during the presentation 'we just don't use it'. Bang, and the gear is gone – just like my diet! It's the same story for the 450 which is back to a four-speed box...

Other boring things, erm, I mean details are the stickers that now include the colour red and something which I think is actually quite cool – the fact that both the reservoir for the front brake and hydraulic clutch are matched in design. They now look the same – well, exact mirror images of each other – which is a neat touch.

So what are the biggest changes? One mm is about the biggest and most dramatic change on the bike! The front brake now has a nine mm piston instead of a 10mm one which translates in to better stopping power – so much so that KTM have put a harder wearing compound brake pad in that will last longer but still have plenty of

power to rip the knobbles off your front tyre!

The 450F gets the DDS clutch which stands for Damped Diaphragm Steel. Instead of having coil springs this clutch uses a diaphragm spring which means the clutch lever is even easier to pull in. It also means that the plates are going to grip better and last longer, especially with the new wear-free steel basket. The clutch in the 250 and 350 still use the traditional coil springs but these models get the rock hard steel basket too.

The end-can on the 450 has had a funky update, reducing the noise by an extra 1.5dB and smoothing out the power delivery of this arm-wrenching machine.

Refinements are what KTM are giving you with the 2014s, things that just make the bikes that bit better to have sat in your garage.

Suspension wise, White Power has done some fine-tuning too. The rear shock has a higher bottoming resistance which is great for guys like me who need to go on a diet. And as it turns out, it's a good job WP were there to make sure the bikes were set up really well because the track we rode was certainly going to test it.

As always, I was feeling uber-giddy to get out on to the track for a blast and the suspense was killing me as I purred down the vine lanes, on the 450F with clear blue skies and 25 degrees of heat eventually arriving at the track five minutes after setting off!

But after doing a couple of laps I was struggling to find any pleasure at all in riding the big four-fiddy. Only because the track has had four days of riding abuse, then been disked by the tractor and then flooded by a tsunami! I'll come back to the 450 when the track has dried up a bit.

The next bike to ride was the 250 two-stroke. I fell in love with this bike last year and with the carb being set up slightly better it's still a lovely bike to ride with an engine that picks up clean and easy off the bottom and smoothly in to the mid and top-end power.

This bike tracks around corners with no effort. However, each of the two-stroke bikes that I rode the chassis felt quite rigid in comparison to the four-bangers. This made the bike feel a little harsh when riding over the gnarly bumps that had developed all over this tight and twisty track.

Again the 125 is the same, a really easy bike to ride with smooth, strong power that picked up easily and felt stable, tracking well in both the turns and on the straights.

After missing out on the 150cc bike last year I made sure it was on the list of bikes to ride and I'm pleased I did because even though this bike behaves just like a 125 – the extra power is massively noticeable! The punch off the bottom-end is as strong as an ox but what I wasn't ready for was the kick from the last half of the mid-range and into the top-end. Wow, this thing just takes off and put an immediate smile on my face!

With the two-strokes done and dusted it was time to get the 450F dusted off again and take it on to a track that was continually getting better. This bike is a weapon! Building speed each lap, riding this bike gets easier as you carry your speed using the torque of the motor and the higher gears. The motor is very strong and sits on the extremity of smooth... providing you are using tall enough gears which the bike can handle like a doddle.

In a couple of places where the straights were longer and I was unable to change gear quite so easy I would open the throttle fully (another quarter of a turn) and hold it. When I did the bike took off like the shuttle leaving its launch pad. Its top-end power is insane! The bike felt tight and shaky as it screamed its nuts off and I had to hold on tight which used extra energy up as I held on for dear life but just for the thrill of it it's worth doing a couple of times a lap!







Although built more for a 450  
Ed just loved chucking the  
250 SX-F about



## 125 SX

**Capacity:** 124.8cc  
**Bore and stroke:** 54mm x 54.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1480mm  
**Ground clearance:** 395mm  
**Dry weight:** 90.8kg

## 150 SX

**Capacity:** 143.6cc  
**Bore and stroke:** 56mm x 58.4mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1480mm  
**Ground clearance:** 395mm  
**Dry weight:** 90.8kg

## 250 SX

**Capacity:** 249cc  
**Bore and stroke:** 66.4mm x 72mm  
**Transmission:** Five-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 385mm  
**Dry weight:** 96.3kg

## 250 SX-F

**Capacity:** 249.9cc  
**Bore and stroke:** 78mm x 52.3mm  
**Transmission:** Five-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 375mm  
**Dry weight:** 102.6kg



The bike makes it easy to pick and choose lines as you dance it off bumps and in to berms with a fairly light feel – for a 450. The suspension soaks up the bumps great with a really plush, soft feel to the point where the rebound felt too fast, mostly at cruising speeds, although as soon as you ride with intention it all clicks in to place.

This soft plush feeling is just the same for the 350 and 250 too. It's quite amazing how the action of the suspension for each of the four-bangers is so similar. What else is similar is the difference with the front brake – I love the front brake! It's much stronger than last year's with a great, powerful feel that meant I could really squeeze the lever hard and notice how much extra stopping power I was getting without the wheel even thinking about locking up. Happy days.

The 250F has a feeling more like the 150 two-stroke! As with the '13 model it's strong at the bottom but more noticeably this thing rips at the top-end and totally comes alive as it's been revved to the moon. It feels like a really strong bike that you can do anything with. Scrubbing, whipping and just leaning it right over when you stick it in a berm – this bike is solid and leaves you thinking that you can do impossible manoeuvres on it almost continually.

The 350 is still my favourite machine. This bike has the characteristics of a 250 for jumps and turns and has very strong power but it isn't ridden like a 250 or a 450. You can brake slide the bike into turns, dumping the clutch and banging the throttle on immediately after letting go of the brake and when you get the timing right it feels so fast as the bike just rips off out of the turn. You better be looking far enough ahead to make sure you're hitting the right line. On the flipside if you are just riding with the intention of cruising or riding relaxed then little effort and energy is required making it a really enjoyable bike to ride!

In a nutshell the 2014 KTMs have some really good and very practical modifications built into what were already solid bikes. This makes them easier to ride all-round and let's not forget – they have an awesome front brake. Over to you Mr Wakker...

KTM have given the EXC range of enduro bikes a host of upgrades as well as going all-out on their championship winning 250 EXC-F. There can be no argument in the fact that the guys in orange are pulling out all the stops to gain momentum in the quest for dirt biking pleasure on whichever capacity bike you could ever desire. For the 2014 range there is another step forward with improvements to frames, motors, batteries, ergonomics etc etc.

It's the 250 EXC-F that has had the most work though and the list of newness is fairly extensive on the little four-stroke ripper. For starter there's a new DOHC engine that shares technology with the 350. The motor runs with a valve train operated by an intermediate shaft from the crankshaft. This drives the cams and coolant pump.

The new cylinder head incorporates optimised ports that increase the flow into larger intake valves. The valves are controlled by enduro specific camshafts and DLC-coated followers. The water jacket is also improved for greater cooling.

The cylinder and piston are also optimised to offer more torque as the new motor runs a shorter stroke allowing a two mm larger bore to be used. The piston is larger yet lighter than the previous year's which should make for quicker throttle response.

The crankshaft is heavier though for traction control while a blind bearing brings the service interval from 105 hours to an outstanding 135 hours...

The crankcases are made by a pressure die casting process which allows for lighter







## 350 SX-F

**Capacity:** 349.7cc  
**Bore and stroke:** 88mm x 57.5mm  
**Transmission:** Five-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 375mm  
**Dry weight:** 104.9kg

## 450 SX-F

**Capacity:** 449.3kg  
**Bore and stroke:** 95mm x 63.4mm  
**Transmission:** Four-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 371mm  
**Dry weight:** 106.1kg



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The 2014 250 EXC-F is much improved over previous models



## 125 EXC

**Capacity:** 124.8cc  
**Bore and stroke:** 54mm x 54.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1471mm  
**Ground clearance:** 355mm  
**Dry weight:** 94kg



## 200 EXC

**Capacity:** 193cc  
**Bore and stroke:** 64mm x 60mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1471mm  
**Ground clearance:** 355mm  
**Dry weight:** 99.5kg



## 250 EXC

**Capacity:** 249cc  
**Bore and stroke:** 66.4mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 355mm  
**Dry weight:** 101.9kg



## 300 EXC

**Capacity:** 293.2cc  
**Bore and stroke:** 72mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 355mm  
**Dry weight:** 102.1kg





cases than the normal gravity die casting process would allow.

The DDS clutch is now used on the 250. The feel and lack of wear on the basket is good with this system as everything about its design is there to look after your gearbox and fingers with great modulation and feel.

The six-speed gearbox runs with slightly shorter fourth, fifth and sixth gears than on previous models. The final drive gearing matches the new gearbox running with a 52/13 instead of 50/13.

The new motor gets a new ECU which processes the data quicker and increases ignition energy. The final addition is an all-new exhaust system that incorporates a double cone design in the tailpipe to take care of noise and flow.

The 250 EXC-F frame is now the same as that 350 model. All the four-strokes are 300g lighter than previous model thanks to a frame with thinner cradle rails.

The bodywork is now the same as the MX range with a new headlight to match the new, more rigid front mudguard. The lower triple clamp is redesigned to accommodate this new front mudguard.

The 250 EXC-F runs with the same suspension settings as the 350. The already great Brembo brakes have come in for some attention. The front brake gets a new master cylinder with a smaller nine mm piston and there are new Toyo B169 sinter brake pads.

The swingarm receives only slight attention – a new chain guide offers increased strength with reduced weight.

The airbox offers more room and better sealing. The new style cover also has two extra fixing points which are a great idea as no one likes their air box cover to get ripped off out on the tracks/trails.

Seating is now improved with new sponge being used to keep our butts in good shape. We will see how much it is improved after a wash or three but the seats felt in great shape throughout the test.

The fuel cap retains a push button design but the button is now centralised for easier release for those with no hand power. Improved, two-component polymer hand guards take care of close encounters with the bush.

It's not just the 250 EXC-F that has been worked on and every bike in range receives and shares some tweaks.

Limited riding time is always a factor at any major launch so it is important to get a feel for the terrain and each bike quite quickly. The enduro test loop set out by the team in Sardinia was great fun and perfect to get a solid handle on each bike.

As the most updated model, the 250 EXC-F got the most attention. Right from the off the improvements were evident as throttle response and improved torque was on offer while riding to the main part of the test lap. There is a lighter feel to the bike due to the more snappy availability of power. The bike can be thrown around with ease and comfort and with more time on the bike came the knowledge of how to get the most from the motor. It will not pull your arms out of the sockets but the 250F makes solid power from low down. The motor has a very racy feel and the engine braking is minimal allowing for full on attack when necessary.

As is now expected everything felt in place and comfortable with all the proven components used. The front brake took a while to get used to as the stopping power seems to have increased by about 30 per cent... I found myself tucking the front while braking hard on the tight special test lap until I got used to the extra braking power and eased off on the lever pull.

The stock suspension felt balanced and as is now normal with my personal setting I >>

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## 250 EXC-F

**Capacity:** 249.9cc  
**Bore and stroke:** 78mm x 52.3mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 105.5kg



## 350 EXC-F

**Capacity:** 349.7cc  
**Bore and stroke:** 88mm x 57.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 107.2kg



## 450 EXC

**Capacity:** 449.3cc  
**Bore and stroke:** 95mm x 63.4mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 111kg



## 500 EXC

**Capacity:** 510.4cc  
**Bore and stroke:** 95mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9 litre  
**Front suspension:** 48mm WP USD (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 111.5kg

increase rebound damping on the forks and compression damping on the rear before each ride.

The 250 EXC-F has improved in every way over its predecessors and it's now a great package for every level of rider and type of competition.

The 350 EXC-F is KTM flagship model and comes with improved camshafts, head gasket, valve spring retainers and seats, plain big end bearing, water pump cover, inner clutch cover oil flow, piston oil jet and a reinforced DDS clutch inner hub for 2014. It is clear that the 350 has been tweaked to a new level for reliability and performance.

The ride on the bike shows the same characteristics as the new 250 with balance and ease of ride allowing for fun filled riding. Basically the 350 EXC-F can be ridden as hard or soft as you choose. The increased power over the 250 suits many riders who would not

necessarily be able to manage a 450 or 500.

Improvements to the big guns of the range include new piston rings with improved sealing, 40 per cent lighter valve spring and retainers for less friction in the valve train, stronger head gasket, lighter camshaft, plain big end bearing crankshaft, cooling fan with an improved thermo switch and a strengthened DDS clutch inner hub.

Smooth power and plenty of it is the order of play for both the 450 and 500 EXC-F bikes. The 450 has been improving in its ease of ride over the past couple of years and I have gone from not being a fan to being a great admirer of the power. The 450 is now one of the easiest bikes to ride and from a personal point of view I now like to race with the big boy power it delivers in the smoothest of ways. There was nothing to give the 450 a hard time on the test loop as it consumed the up and downhills on the going. The weight is obviously evident on both the bigger capacity bikes in tight sections but this is

a fact of dirt bike life...

To wrap up on these two 'man' machines I would say the 450 is a very strong UK style bike from a racing point of view and the 500 offers amazing and fantastically useable power for those of us who weigh more than a whippet...

The 125 EXC is not made for my human form but it is a fun bike to ride. The newly developed reed valve coupled with new carb settings and piston shape give the little ripper a new lease of life. There's great throttle response to pull through the rev range and allow you to ride the bike hard yet still have enough roll on power from low down to find grip when needed.

The electric start 200 EXC is a joy. The new e-starter is now stronger and more powerful and this works with the new stronger battery. When thinking about a fun bike which is not competition class bound the 200 is top of the list. The torque and overall useable power from this capacity never fails to bring a smile to my chops



The technical improvements on the 250 and 300 EXC are the same with new Boyesen reeds, a new cylinder head for combustion efficiency, modified ignition mapping, new carb settings and a stronger battery.

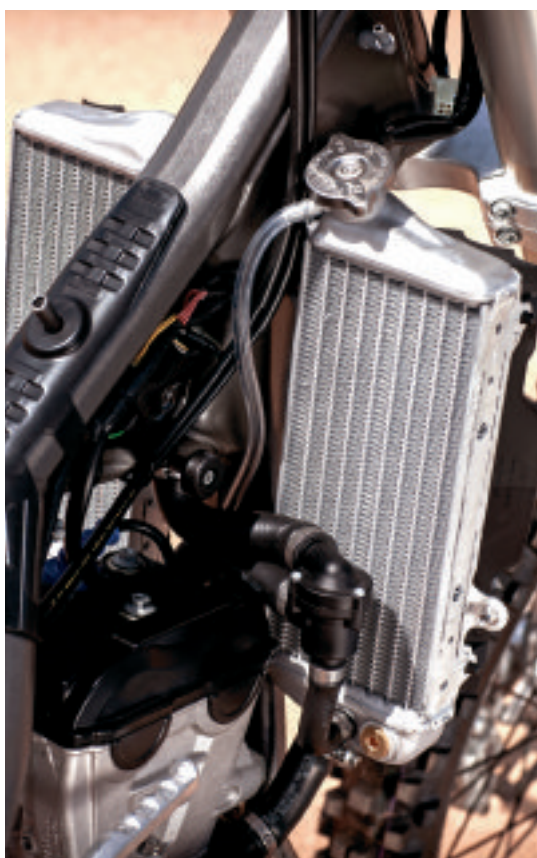
The 250 is simply a great bike. The power delivery is all about increasing confidence and on a bike which feels super light to ride, it is important to feel the power delivering the goods to the rear wheel in a controlled way. The motor is settled in its current state of development which allows it to work for you as the rider. There is no need to mess with power valve tensions etc as everything is set and proven to deliver. This bike does nothing negative and the fact it feels like a toy increases the fun factor beyond belief.

This bike is well known as a favourite to me as I've raced the biggest two-stroke all over the world. The power knows no bounds on the newest model and the torque feel never fails to impress. This bike is fast, indeed it is very fast and coupled with the friendly

chassis you can cover any terrain with ease.

As is tradition with KTM there are a range of Six Days specials which will be available to riders competing in this year's event in Sardinia. There will be limited numbers of bikes available to customers and with the upgraded parts including suspension, wheels, triple clamps, graphics, orange frame, black anodised handlebars, Supersprox rear sprocket, solid rear disc, camel seat, skid plate, radiator protection bars, radiator fans for four-strokes, carbon pipe guard for all two-strokes, Six Days anodised silencer, front axle puller, orange radiator grilles and chain guide and MAE Speedometers. This is quite a list of upgrades and having ridden a couple of the models I was blown away with these bikes...

The WP 4CS forks fitted to the Six Days models have now improved after a year to take things to a new level. I rode the 250F and 250 two-stroke and these two bikes kicked ass in stock trim but took another big step forward in six day trim. Great work...



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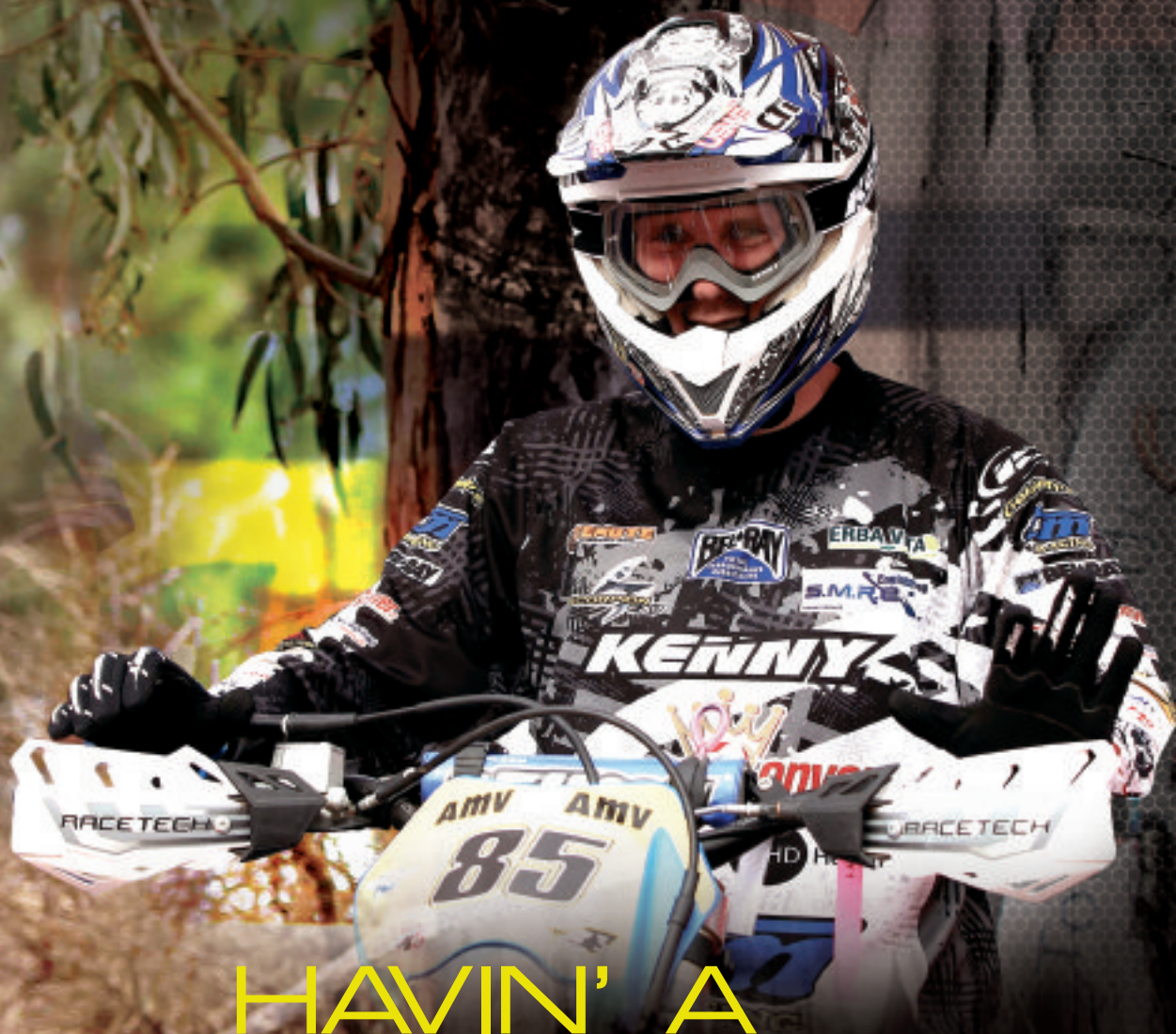
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Aigar's found the transition from MX racer to enduro star quite tough but he's now headed in the right direction







# HAVIN' A BLAST!

*HOW IT'S ALL ABOUT ENJOYING LIFE FOR  
ESTONIA'S FUN-LOVING, BIG MAC MUNCHING,  
TM ENDURO RACER AIGAR LEOK*

Words and photos by Future 7 Media

“I injured myself quite seriously at the first round of the Italian Motocross Championship in 2010 and that changed everything for me. It was a small crash but I landed on my stomach and ruptured my liver.

“At first I was taken to a small hospital. I knew something was seriously wrong when the doctors started running around. I thought ‘okay, here we go, something is seriously wrong’. I was in a huge amount of pain. I’ve had a lot of injuries, a lot of broken bones but I’d never had pain like that.

“They put me in an ambulance and I was taken to another hospital. But that’s all I remember because I was passing in and out of consciousness. The next thing I remember was that my

wife and father were at the hospital, beside me in intensive care.

“It was a close call. I lost a lot of blood because of the serious internal injury. It seems they needed to get inside me pretty quickly to fix it because I have a 30cm long scar right around my stomach. I spent one and a half weeks in intensive care.

“I think they stitched my liver back together. At first they were really scared that it might not work properly after the surgery. I started eating small foodstuff, then bigger food and then I got back to Big Macs so everything is now okay.

“The accident was at the end of February and I didn’t get back on a bike until some time in August but I didn’t race again that year. Even with a lot of strapping I was in a lot of pain once I got back on a bike. It took

one-year to get back to something like normal.

“The accident changed my life completely – it made me realise that there was more than just racing. Before the accident my racing was everything – the thing I put first ahead of my friends and family. Family, friends and enjoying my life are more important than racing now. I still take my racing very seriously, I want to do the best I can but I know there is more to life.

“I’d been doing GPs for 10 years when I had the accident. I guess I’d grown up in the shadow of my cousin Tanel. I raced for German teams for the first four years of my career and then I was with Van Beers in Holland for three years. I was in the second year of a two-year racing for TM when I crashed.

“I had one of my best seasons in >>





## AIGAR ON...

### ISDE WITH TEAM ESTONIA

"In 2011 it was my rookie year at the ISDE and I DNFed. But I finished last year in Germany. Estonia is planning on going to this year's event in Sardinia, but we'll see. The team last year was good. I had fun throughout the event with the team. I understand that some of the riders weren't the best but they did their best."

### THE PATH TO MXGP

"It all started with my grandparents. They raced boats first, then motorcycles. My uncle started racing GPs and contacts with teams in Europe and that helped me and Tanel. A team in Germany took Tanel first and then me and also gave my brother a chance. From there you kind of find your way. My father helped me until I was 18, after that I had to find a ride or come home and work in Estonia."

### COUSIN TANEL

"Tanel is two months older than me. We both got to where we are now because we spent so much time practicing and racing against each other. I don't speak to him day-to-day but we both live in the same city so when we're both home we spend time together. He's asked me a lot about enduro last winter, trying to understand enduro."



2011 was Leok's  
rookie year in the EWC





MX1 in 2009. I was seventh or eighth overall with three races to go and I broke my leg. But it was a good year and I was very motivated to do well again in 2010. My fitness was good, and then on the second or third lap of the first race of the year I got hurt. It was nearly game over.

"Unlike some of the riders in the Enduro World Championship that have come from motocross I was still enjoying racing in the GPs. In Estonia enduro isn't well known – I had no idea what it is and I thought it was a group of people riding in the forest.

"After the crash the boss at TM just told me to not worry about anything and to get well again. So I knew I had a deal with TM for 2011. In my mind I was planning to do one more year in motocross – a kind of goodbye year before I would just race for fun in Estonia.

"That all changed a week before the Spanish GP in 2011. I was called into the boss's office at TM and asked if I'd race enduro. I thought about it for three hours and said yes. At that point I'd never ridden over rocks – only around motocross tracks.

"My attitude to racing comes from my injury. I believe that your life is mapped out for you and that things happen for a reason. If I have given 100 per cent and I win, or if I've given 100 per cent and finished 10th, I can't change those results after the race. So there's no point being pissed off. I try to stay positive.

"I do my best when I'm relaxed. I don't worry too much about staying away from some burgers or drinking the wrong things. If it works for me I'm happy. I do my thing and stay positive as best I can.

"The enduro family atmosphere is something I enjoy. It's friendly, like it was before in motocross. The problem in motocross now is that there are fewer teams and less money but the riders still

need to find rides. That's when the pressure starts to build and it's not so relaxed anymore.

"My only plan for enduro was to survive. I didn't know what to expect. I wasn't prepared for it and that showed. After the third round of the series I was ready to quit. I talked things over with my father and he told me to stick with it. I'd not done any practice for enduro so I was learning as I was racing. He told me to try and enjoy it and learn as much as I could.

"The first three races that first year were really hard. Towards the end of the season there were a few races where I started to feel like I was improving. I started to enjoy things. I have to be thankful to TM for giving me the opportunity.

"I didn't have any clue how to set-up my bike, my suspension, my engine, nothing. I'm not a quitter, so during the next winter time I worked hard. TM said they would help me but said there was no money for me. I wanted to come to enduro so I was spending my own money preparing myself. It was what I wanted to do.

"In Turkey there was a great cross test. I had one of my former mechanics with me helping, and we made a deal that if I won the test outright he'd work for me the next year. I got very close to doing that. Aubert and Salvini both beat me but by nothing, less than a fraction of a second. The rest was a big struggle.

"I knew I needed some help to improve so I contacted some of the Finnish riders and went to Spain with them at the start of the next season. That really helped me. Juha Salminen, Eero Remes and Matti Seistola were great and they all really helped me.

"I'm still learning. I think I need another year or two before I can say I am truly an enduro rider. There are so many situations that you never know what to expect. You just learn all the time when you are racing.







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# AIGAR ON...

## ENDURO IN ESTONIA...

"It's a small scene but it's growing. I'm very happy about that. I don't do the full national championship but I try to support it as much as I can. Estonia is a small country and it's hard to get enough land for an enduro. To organise a race you need the permission of so many people and that's hard in Estonia."

## McDONALDS...

"I love it. I'm a Big Mac meal and McNuggets man. I know a lot of people will tell me not to eat that food but it works for me. I eat what I like and drink what I like. I know I have to train, and rest, and do all the stuff I have to do. But I like McDonalds so I eat McDonalds."

## LIFE WITH TM

"The thing that brings me really close to the TM team was my accident. At first I had a two-year deal and I really enjoyed that. As long as I was doing my best they were happy. I've been with TM for five years and it's been great. The factory is an amazing place. The boss is a great guy although he doesn't speak much English. I enjoy the freedom I have with TM. The races I have to do are written into my contract, but after that I can do my own thing."



A move to E2 hasn't slowed down the Estonian any



"2012 ended up being quite special. No one expected me to do so well. When I finished second on the first day in Chile people thought I'd been lucky. But I was strong in Argentina the following weekend. That's when I started to get some respect from the riders."

"I knew that 2012 was going to be a good year. As soon as I got on the 300 I was like am kid and I wanted to ride all the time. I rode it four times a week for two months. Then I went to Spain to train and things got better. I was mentally ready, too. I wasn't in 2011."

"My father, wife and child all came to Finland to watch me race and I won on day two. That was the highlight of the year. I was riding well and things worked out. I was so pleased that I'd made it happened – that I'd won. 2011 was a perfect year. Everything went better and better. I was relaxed because no one expected me to do anything, and I wasn't expecting anything of myself."

"This year is different. In Chile and Argentina this year I was thinking too much about my results. I did what I don't like to do – put pressure on myself. So now I am more relaxed about my racing like I was two years ago and not too serious about things and not expecting podiums,

podiums, podiums."

"I'm really happy with my situation now. I'm really enjoying myself. I have just re-signed for TM for 2014 so that tells you that they are happy with me and I am happy with them. It's early to sign another contract but I don't see any reason not to. The team is great and I owe a lot to TM."

"What I know now about enduro I didn't know when I was racing motocross. I was only thinking about motocross. Enduro is a cool sport, with a great atmosphere at the races. I really like it. I could have switched earlier if I'd have known about it."

"In France I think they have a strong federation. Riders get the chance to prove themselves in motocross but if they don't make it to the very top they also offer them the opportunity to race enduro. Not all French riders do well in enduro but those that have switched are some of the best riders. Renet, Aubert, Nambotin, they are all incredible riders."

"I don't think long-term about things too much. What will happen will happen. I am 27 now and I do hope to stay in enduro as long as I can. I want to do my best, to try and win a world title, but I don't plan things in too much detail... enjoying my life is the most important thing."



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# MATISS KARRO

THIS MONTH IT'S THE TURN OF STR KTM'S LATVIAN SUPERSTAR MATISS 'THE ARROW' KARRO TO BARE HIS SOUL FOR THE DBR FAITHFUL...

Interview by JP O'Connell Photo by Suttty

**Q:** During your career you seem to have had lots of bad luck at the 'two laps to go' stage. Does this mean that you get to totally relax up until that point?

**Stuart Paige, Woolwich**

**A:** "It's hard to say if I'm too relaxed or if I get tired or maybe try to push more in the last laps to get a better place. I now need to try to use my head and back off a little bit to make sure I finish the race."

**Q:** Do you and Jonathan Barragan share set-up and line information or do you keep yourselves to yourselves?

**Sophie Radley, Sunningdale**

**A:** "Actually we never spoke about that. We have walked tracks together and we had little chat how it will turn out but we didn't speak about lines. He is a cool guy and maybe one day I will have to ask his opinion about something somewhere."

**Q:** How frustrating has it been to have had the amount of injuries you've had recently?

**Jeremy Lovejoy, Chichester**

**A:** "It is really hard to get over these injuries. It just happens and I'm like why me? One day the sun will shine on me and everything will come together good. I just need to believe."

**Q:** You've been racing for British based teams for the last few years, have you moved to the UK to live and if so did any of your family come over with you?

**Ken Lee, Shillingstone**

**A:** "Yes this is my fifth year in a British MX team and for the first three years I stayed in England and that's how I learned English. Last year I moved up north but I understood that I wanted to change something and moved to Holland instead. From the beginning of last year I now live in Holland. It's sad but my family can't afford to come over to visit me. Every year I try to sort them out flights so they can come to watch a GP somewhere outside of Latvia."

**Q:** What would the crowd attendance figures be like

for a round of the Latvian motocross championship?

**Ian Smith, Gosport**

**A:** "Sadly it's not great and it's getting less – like everywhere else. This year before the Portugal GP I managed to go home and do a Latvian championship round and many people came. The main organiser came and thanked me for coming because many people wanted to see me in race."

**Q:** You've raced quite a few different national championships – how does the British series stack up against the others?

**Bryan Atkinson, Bracknell**

**A:** "Yes I've tried a few championships and I think the British championship is the best. I always say that British riders are very strong on British tracks and it's not easy to beat them. But I enjoy that."

**Q:** If you could spend a day riding a perfectly prepped Hawkstone Park, Sevlievo, Kegums or Lierop which would it be and why?

**Nick Morgan, Reading**

**A:** "I think that would be Hawkstone Park. It's a natural and old school track with good speed and few little but nice jumps."

**Q:** Would you say that the KTMs that you have this season are as good as anything else out there?

**Matthew Bright, Bristol**

**A:** "KTMs are the best bikes in world. The team is working really hard on the bike and yes it's strong enough but we just need to sort a couple of little things out in my riding and little bit on the bike and then it should be good."

**Q:** The Latvian Barmy Army always comes out in force to support you and you can always hear them whoopin' and a hollerin' when you're out on the track. Does it give you much of a boost?

**Paul Fox, Halifax**

**A:** "The Latvian fans are the best and I'm thankful to them when they come over and cheer me on and it

helps. I can see them in side of the track and they give me more energy! Now even some English people are cheering for me – thanks for that."

**Q:** After the massive crash you had at Sweden last year how easy is it to put that out of your head and still hit that kind of step down at full speed?

**Christian Burgess, York**

**A:** "After that crash I had little mental breakdown because I wasn't allowed to do anything. I had serious head and back injuries that meant I had to wear a special brace for my back and I wasn't allowed to train for a few months. To keep me busy I was walking my dogs everyday and even they got tired of my walks because they got longer and longer. But when the season finished I got better and I trained hard to get ready for this year."

**Q:** Is it true that when you retire from motocross you're going to move back to Springfield and resurrect your Sideshow Bob alter ego?

**Krusty the Clown, Springfield**

**A:** "Haha! Yeah, my hair is my signature! At least I look different than all the other riders with this hair!"

**Q:** Obviously you're having a bit of a nightmare with injuries lately, is Steve Turner totally supportive of the situation?

**James Lane, East Grinstead**

**A:** "I was thinking the same! But Steve is really great person/team manager and he knows this sport. He fully supports me mentally now when I'm injured and that helps me. Many team managers don't listen to the riders but he does that and we make things work even better."

**Q:** In MotoGP riders are equipped with leathers containing airbags, do you see something like this making its way into motocross?

**Pete Turner, Kettering**

**A:** "I don't think so. If you look at many top riders they don't even wear plastic body armour!"



# THE CONTENDERS

*WE TAKE A TRIP INSIDE THE MIND OF THE BELGIAN HARD MAN WHO'S PROVED HIMSELF TIME AND TIME AGAIN AS THE RIDER MOST LIKELY TO BEAT TONY CAIROLI IN THE CHASE TO THE MX1 WORLD TITLE...*

Words by **Adam Wheeler** Photos by **Ray Archer**

**T**here are some journalists who have been scared off by Clement Desalle. He's an intense person. The sort that wears his mind on his face – so it can be easy to deduce if he's in a good mood or if he's having a bad weekend by the scowl or the ease with which a smile appears.

Brave are those that have tried to coerce some information or an autograph out of him when he's not able to find those few precious tenths a lap to stay with Tony Cairoli. The Italian has looked over his shoulder to find Desalle with him most weekends, certainly in the larger race for the MX1 world championship since 2010.

At 24 years of age the Wallonian (French-Belgian) is hugely relevant. As a teenager he jumped straight on a 450cc four-stroke in MX1 and needed just three seasons before he was at the head of the pack. Even though he's only just turned 24 (last month) Desalle has already been winning MX1 GPs since 2009 and also gathering attention over the pond on the AMA MX scene.

I've spoken with Clement at pretty much every Grand Prix since that breakthrough '09 term and done a handful of interviews but nothing that has really tapped into his character or his story.

For a comparatively young GP star Desalle can be 'old school'. You won't find him on Twitter and he has never mentioned social media in all the dialogue I've had with him. While his peers boost their profiles and play the PR game to differing degrees of

success, Clement takes something of a back seat, enjoys his privacy and distances himself from the show outside of his professional duties to the point where the results do most of the talking.

"How long will it take?" he asks as we pre-arrange the interview at his hotel in Brazil. "About 20 minutes" I reply. We end up talking for an hour and 20 minutes. He laughs easily and it's more of a conversation than an interrogation. Afterwards we meet at the track for some unusual photos with Ray Archer and perhaps a Desalle of 2009 or 2010 would have felt uncomfortable and squirmed under the flash bulbs but this time he cracks a few jokes and seems to semi-enjoy the experience...

**DBR:** In your rise to the top of Grand Prix you pretty much came in under the radar and straight through the MX1 route. How did this existence in motocross all come about?

**CD:** "You know until I was 10 I still hadn't really raced. I was travelling with my dad – who rode and there was always a bike in the garage – and family to some events he was entering and then when he stopped riding he started to work with a few guys, looking after their bikes and training them not only at the weekend but also during the week and working as a group. There were just two guys and they were racing in France. I was following the group when I could and when I wasn't in school. I would be playing or doing my own thing but I could see and hear what my dad was saying and what they were doing. I was there like a little rider but away from those guys doing their job. I enjoyed a lot being there with my dad while he was working and having fun. My parents did not

have a lot of money – like most families they were pushing to own a home and live a comfortable life."

**DBR:** So naturally you were riding and then started to compete a bit...

**CD:** "Yes and as a kid we were always racing in France because my dad found that 'GP style' of practicing on Saturday and racing on Sunday useful. My parents were strict about school. I could see kids in France who had stopped school and were riding at a young age but I wasn't allowed to do that and was told that school was important.

"It made things difficult because sometimes we'd have to travel long distances in a short time for races. Until I was 12 or 13 I didn't complete a full championship. My dad just took me to select races to pick up experience. The results did not matter but my exam results did!

"I did my first European championship on the 85 and didn't do all the rounds because some were far and I couldn't miss school. Then in 2004 when I was 14 I was in the European Championship on the 125 but we still didn't do all the races. In 2006 when I was still in school and 16/17 I was a GP rider in MX1!"

**DBR:** How was it mixing Grands Prix and school?

**CD:** "It was important to do all the world championship. I was trying to mix the two lives the best I could and do some sport every day when I was at school. When I look back now I'm happy I left school with a qualification. I said to my parents that I didn't mind staying there until I was >>>



# ER!





18 but I didn't want to study more or go to university. There was a time when I wanted to be a fighter jet pilot and I laugh a little bit at that now with my girlfriend. It was a bit of a fantasy but if you have the character to make things happen then it's possible."

**DBR:** Like quite a few riders you seem to have a very strong bond with your Dad. You could almost compare it to what the Pichons had...

**CD:** "I don't know how the relationship between the Pichons was but I'm in the same team as he was and the guys at Suzuki have said we're a bit similar sometimes. I can see it. We both have strong characters and we're close to our fathers. My dad gave me advice and he's the reason I always learnt and made a forward step. I have a lot of respect for him and he knows me much better than anyone in the sport. I also listen to what other people say, especially in my team, but with him I have a 'short cut'. Sometimes I know what he will say just with a look. I would say he has to calm me down more than kick my ass! I always want to do more and sometimes it can be too much."

**DBR:** What influence does your mum have?

**CD:** "My mum is always positive and that is a good thing, a good balance. If I have a bad day or bad result then she can always find a way to spin it positively. My dad... not so much and we are both more like 'ah sh\*t, sh\*t, sh\*t' whereas my mum will say 'it's not so bad, you are in one piece and you know the result will be better next time'. It is really good and important I have the both of them."

**DBR:** You've also been with your girlfriend Andrea for a few years now...

**CD:** "With Andrea we will be together five years in May and we met at a race in Germany. She knows what's going on in my head and I listen to her when she chats about what's going on in our lives. Of course she's really important. Everyone has their own ideas on life and we share a lot."

**DBR:** You appear to value your family very much. I know the bereavements you suffered last year were heavy-going for you, especially in the mid-point of the MXGP season...

**CD:** "Yes, my grandfather and my aunt were the closest people to me after my parents and that's why it was really difficult last year when I lost them both suddenly in just two months in a half. I never experienced that sh\*t feeling with death before. Losing my grandfather was a big shock and then when something like that happens you think a lot about life and sometimes not positive things. I couldn't help it."

**DBR:** What were you thinking?

**CD:** "I don't know. Sometimes I felt I had to go day-by-day. I was thinking too much and had some bad moments. I saw and felt how much life can turn around in a moment. As an example, I was in my house and I was thinking how proud I would be to be able to welcome my grandfather into my home and be able to offer him food or whatever just like how he used to do to me when I was a boy. I was always so welcome there. Finally he never got to come and be that way in my place and that made me angry. I was always so busy and I was always away or training and the days were always full. I never took time to do nice things like that with my family. Then something big happens and my granddad is not there anymore. I tried to react to that. To live a bit better and make moments like those that I wanted with him. I don't handle mortality very well."

**DBR:** What people have been important for you in terms of the sport?

**CD:** "There were two people who believed in me

when I was nobody and sponsored me right at the beginning and it is because of them that I am here. Like I said before my parents didn't have a lot of money and it was thanks to them that we could pay for the fuel to get to races. It got to the point where doing the world championship was much more expensive than French or Belgian races so they were super helpful. Chantiers Beaumontois and Wanty – they are still with me now. The guys behind Doma Racing helped me when I was racing 125s in the European Championship and they made the link for me with the Kurz team, which was an important move and took me into Grand Prix and I have a lot of respect for him."

**DBR:** Was there a time or a moment when you thought 'I'm actually pretty good'?

**CD:** "It was more of a situation where I kept on working, working, working. I think the first time that I thought I might be good was when I first had the chance to do GPs."

**DBR:** Really?

**CD:** "Yeah, I had done some German supercross meetings but got injured after just four races. The Kurz team surprised me with a proposal to go to the world championship in MX1 because I was still so young. Even though I was injured I was excited and I thought it was a crazy opportunity and it led to my first contract. At that time you still had to get on the entry list for a Grand Prix and if you didn't qualify then it was difficult to get back on the list for the next one. There was a lot of pressure for the first few GPs. I was on the list in Zolder but was only 32nd, so the first reserve, and I didn't make the list for the next race. I was second reserve again at Bellpuig but I actually went out for the second moto and that was my debut. It was so nice to go to the gate for the first time. Only one year ago I had been watching those guys on TV and had also visited the race at Nismes in 2005. Back to your question though and those four supercross races made me think that I had potential and Kurz saw it also."

**DBR:** You must have improved your whole programme over the years. Was there experimentation and some trial and error?

**CD:** "Actually no, it was simple with simple ways. My dad never pushed me to do cardio or anything like that. I love having fun on the bike and I also like working. It is hard to explain how I developed in that way but I took advice from my dad because he had a good view on what could be better. I watched a lot of videos and tried some imitation and I also realised I was picking up things all the time with every race that I did."

"When I got on the big bike then I really started to improve quickly. I was a good rider on a 125 and a 250 but not really one where you'd say 'he'll break out of the group'. I was in the European Championship and riding for a small Belgian team. Gert Krestinov was there actually but left mid-season. I had the chance to get on the four-strokes and I progressed at European level until I got my first podium. It was at Sevlievo in Bulgaria actually in 2005. I was third. The offer from Kurz was good but meant the big bike – the 250 two-stroke and then the 450."

**DBR:** Why were you better on the big bike?

**CD:** "I used to always say to my dad that I liked a lot of power and being able to control it. I was 13 or 14 and already starting to ride with the 450 for fun. I would come home from school and take that bike into the small woods close to my house. In the summer when it was lighter later I used to take a lot of pleasure from getting in the trees with that 450. Some weeks I rode everyday on really small and technical tracks. So small... if you saw that place then you would say it is impossible to ride with a 450 but I learnt a lot there. I still get out there sometimes. I used >>



Pre-season photoshoots used to be a chore to the MX Panda but as he's matured he's learned to embrace this part of his job





*Desalle's in prime position to attack as the series nears its midway point*







## THREE THINGS YOU MIGHT NOT KNOW ABOUT CLEMENT DESALLE...

### #1 HE LIKES HIS FOOD...

"It's true! I like my food and to eat something good. I'm not super-adventurous. I want good food cooked well. I really like pasta carbonara so sometimes I make that for myself but it is not so easy to do it well. I'm a big fan of chocolate! I'm happy with a normal chocolate biscuit if it tastes good. I don't think I would be a big fat guy if I wasn't an athlete because I know I wouldn't feel good about it. I wouldn't be able to cycle well and I would look terrible."

### #2 HE LIKES HIS TOYS...

"I had three jeeps that I restored but I just sold one! I have a new GSX-R that I still haven't ridden yet and I'm still trying to get some parts for it because at the moment it is totally standard and I want it to look like a race replica. There is nothing to do on the engine because it is a 1000cc and is already too powerful but I want it to look the part. I like to jet-ski but I don't need to have one in the garage... yet! I'm really enjoying my mountain bike at the moment too and Scott have given me a nice one."

### #3 HE LIKES REALITY TV - AND ANIMALS...

"I like TV but I'm more into specific programmes and I will sit down especially to watch something I'm into like the Survivor show in France. I have a Playstation but when I was injured I didn't turn it on once. I'm more of an outside guy but when you can't use your hands sometimes then it is tricky! I love animals, my dogs Zina and a new one, Roudy that was left by a neighbour who died."





to say to dad 'if you can ride a 450 fast there then you can do it anywhere' you had to be so careful with the bumps and the trees."

**DBR:** It only took a couple of years in GPs before 2010 came around, you signed for Suzuki and you were right at the top level. You had won GPs with Honda in 2009 but '10 was 'the arrival' wasn't it?

**CD:** "Yeah, I guess I was ready to push for the top three in the world championship because I had improved a lot through 2009 and actually make it to third anyway. 2010 was my first factory contract and when you say 'factory' then it is everything you expect it to be in terms of all the professional support with the bike and the riding. Rolf Ringwald and Thomas Ramsbacher were two more important people that led me up to that point and before I rode the Honda in 2009. I have big feelings for them and I still get so happy to spend time with them. They helped me so much and know me well. Again they were people that saw I had potential and also helped on a personal level. They reached out to me at that difficult stage when you start to need some support but you are not yet at the level

where a big team will come and pluck you away."

**DBR:** You were young in those first seasons, even when you joined Suzuki in 2010, but what about off the track? Where did this whole reputation of being difficult to deal with and apprehensive with the press come from? It is almost like a bad joke now...

**CD:** "In the beginning I don't think my level of English helped. Even now it is not perfect but we can talk and you help me out with a word when I'm lost! In 2006 I didn't speak one word of English and it was not easy to come from a small village and school and suddenly have to talk to press. For a few years now there has been this bad rumour that I don't get along with the press. It is like a bad joke. I know I have a strong character..."

"I don't have a problem with journalists and I know it is a part of my job and I want to explain this well. I think it is about having a level of respect for each other and sometimes I don't feel that. It is like some guys expect to do what they want with you. You have to answer when they want and then they can write what they want!

"Sometimes it is a bad moment for me to talk and sometimes I just don't have the time at that particular moment. If anyone wants an interview and we sort it out before then it's fine. I also have a problem with saying something and then my words not being correctly used. I've had trouble with that in the past with a Belgian journalist.

"Reporters can write what they want in their stories and can paint a bad picture of somebody when that person is not really like that. I know I can be angry sometimes at the races, and I can look it! But I am angry with myself and the situation I'm in. And maybe that's not the best time to speak with me. I guess I just want to be treated respectfully and then not to be punished for that in the articles."

**DBR:** What about the sponsors, fans, presentations and industry? Wearing the cap and the shirt and representing the brands – that also came as part of the job...

**CD:** "Yes and it is something to learn. When you sign the contract you also sign to give a good image. I know it is super-important to do all this and it is part of the schedule but at the same

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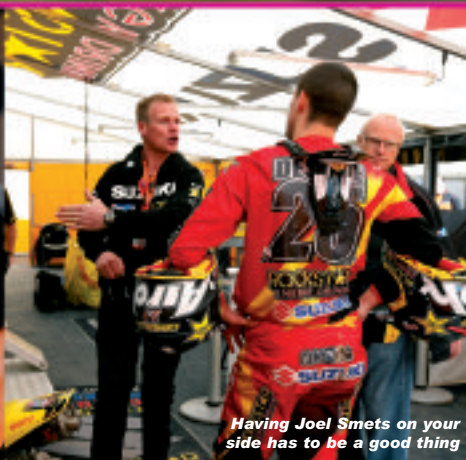
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A consistent day in Sevlievo put Desalle on the podium



Desalle's not scared to go bar-to-bar with Cairoli



Having Joel Smets on your side has to be a good thing



time I also think an athlete's schedule and programme has to be respected."

**DBR:** To me it seems that part of the job has become easier for you in the last few years...

**CD:** "Like I said I'm learning how to balance things. There are still some things I don't like. In Qatar... it was good we go to the media opportunity and do things with birds and camels because it is good exposure for the team and I know the pictures go on websites and newspapers. Sometimes people think I'm stupid, but I know why I have to do these things. Normally, personally, I wouldn't go!"

"Before the GP motos begin we are like puppets or actors. We have to go there, stand here, be with that flag and so on. There is pressure to do that it seems. It is like some sort of theatre and coming from a simple approach to racing I'm not so comfortable with it. We're not actors, we're motocross racers. It is strange because in America it is normal and I think it is just a different way of doing things."

**DBR:** You say you have a strong character.

Maybe people like Cairoli and Paulin also. Do you think you need that as part of your make-up to be a winner?

**CD:** "I think so, yes. Cairoli seems so positive with the journalists and all the media things. I do think you need a strong character to reach the top. Even just to make the commitment to train or to race hard. I say what I think. I will not tell you 'yellow' when I am thinking 'blue' and maybe that is not so appreciated. I'm just honest. And I like to know what people really think also."

**DBR:** I've seen two examples of your character. One was in 2009 and 2010 when sometimes on the track you'd race overly hard. With David Philippaerts there were a couple of tasty battles and then moments when you clashed with Cairoli and he wasn't happy...

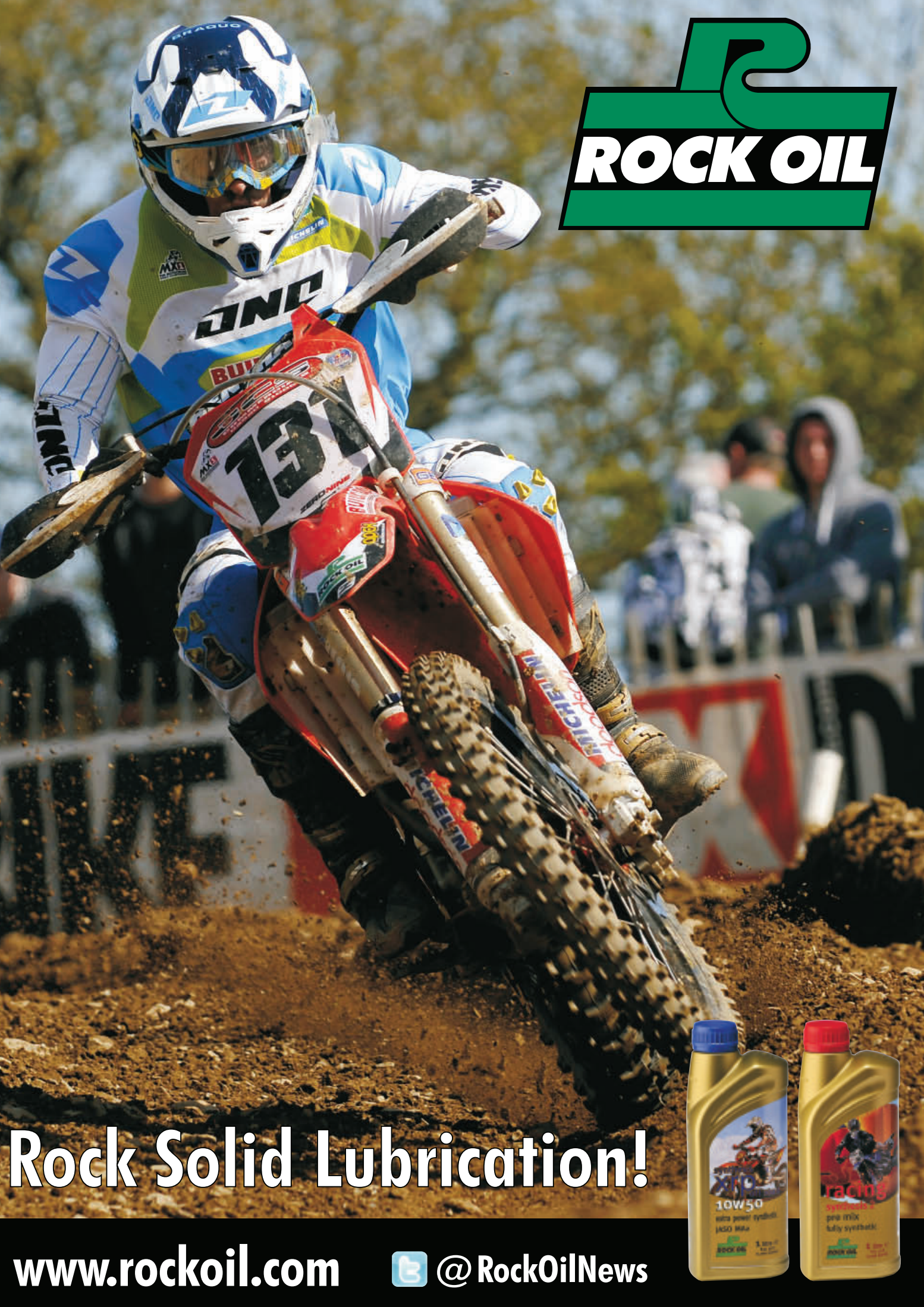
**CD:** "I think with Cairoli – and I'm happy to tell him this right now if he wants – sometimes that guy thinks that we just have to let him pass. I can remember now at Valkenswaard in 2009. I took an outside line and was ahead of him. He went inside and we came together. It is almost like he wanted me to brake and back off but no, sorry,

I was ahead and I'm a fighter also. It happened again recently in Portugal! Afterwards he always has to say something. In Valkenswaard he came to find me or I read that he did. It is a sport and it is racing and sometimes things happen. There was one time in 2008 that I crashed together with Philippaerts – at St Jean d'Angely – and I was sorry about that because I made a mistake but we had a good battle at the same track the next year."

**DBR:** The second case was when you apparently went to the US at a time when many thought you might leave the GPs to race in the AMA but decided the scene was not for you and committed to MX1. That was a big decision...

**CD:** "I didn't say never. I went to watch the supercross in the stands and I didn't expect it to be like that. People went there like they would go to the cinema. I definitely did not close the door to America and I might still go. The races I will do in the next two weeks will give a good experience. Life outside of the sport is important for me because I want to be happy away from a motorcycle. I'm not a person that can >>





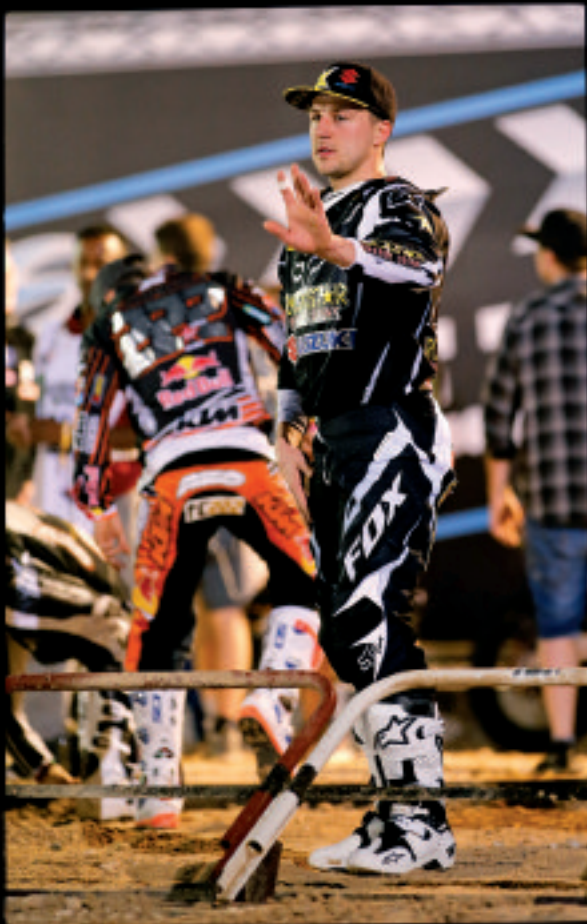
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Throwing around a 450 is no stress to Clement



go and live anywhere. I like my place and I like Belgium. If I went to America I would not go like this [snaps fingers]. I would have to go and have a good look and make sure it is something that I would enjoy."

**DBR:** People might forget how young you still are. Only last year you could still race in MX2 yet you have been winning MX1 GPs every season for four years now...

**CD:** "That's true, sometimes even I forget! Do I feel like I have time to become world champion? In a way, yes. If the chance comes then I will take it but I think I still have some years in front of me. If I could take it now then I would. I don't want to put pressure with a time frame because a championship is about luck also. It is a mechanical sport and there are many factors that have to come together. Some people win a lot but never win the championship – like Bervoets and Coppins."

**DBR:** 2011 was you at your best so far. I think you had three GP wins from the first five rounds and the red plate. But then followed a time with

some sh\*tty luck and injuries...

**CD:** "With my shoulder and humerus..."

**DBR:** It must have been a low time mentally, so how did you deal with that?

**CD:** "Mentally, times like that are not easy and when I get injured my head is working a lot. Some people can keep very positive and think 'in three months I will be back' but I'm not like that. I tried to do different stuff to keep occupied, to recover and not think too much."

**DBR:** It seemed like – up until Portugal two weeks ago – that you didn't have much luck with your crashes. Broken bones, broken teeth, some big impacts, lost skin, mangled fingers. Does the body feel older than the 24 years sometimes?

**CD:** "I don't think I'm one of those riders who picks up a lot of injuries, speaking comparatively. Let's see... I broke my foot before coming to GPs but from the world championship I dislocated one shoulder and broke the other one. One finger open, some stretched stuff. I don't feel like an old man yet!"

"In 2011 when Bobryshev landed on my back

in that Belgian Championship race I really had the sensation of how important your back is for your whole body. Last week in Portugal the bike smacked me on the back and I had that feeling again. Returning from that injury I needed some time when I was on the bike to get used to the movements of riding again. Your back is like a big machine with many parts with muscles and ligaments and it takes time to return to normal."

**DBR:** Do those crashes and bad luck moments like the bike stopping in Brazil in 2010 that gave the title to Tony Cairoli make you just want to sit on the sofa with a beer and not think about it too much?

**CD:** "Sofa yes, but I wouldn't think about that having a beer! That's the whole thing about luck or whatever it is. Some crashes comes through risk, choosing a bad line or making a bad decision but some other times it is not my fault and you try not to think about all the effort, time and energy you put into something or an opportunity and then it's taken away in a moment. Like I said mentally it is not easy but you have to try and look at the positive side."

Desalle's reputation for being mean and moody is perhaps a little unfair



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# ROBBIE WALLER

*THIS MONTH'S PREMIX PRIVATEER IS REIGNING RED BULL PRO NATIONAL OPEN JUNIOR TWO-STROKE CHAMP ROBBIE WALLER...*

Interview and photos by JP O'Connell

**H**ailing from Hertfordshire Robbie Waller's a 19 year old on a mission. Racing since he was six the highlight of Robbie's career so far is winning the Open Junior class in the 2012 Red Bull Pro Nationals two-stroke series...

**DBR:** Robbie, what's your weapon of choice?  
**RW:** "A Suzuki RM250."

**DBR:** Why choose the two-stroke series?  
**RW:** "I like it because there's fast action paced racing as well as being really good fun."

**DBR:** The two-stroke class provides some of the most exciting racing of the weekend – why do you think this is?  
**RW:** "I think it's a mixture of wide open throttles and that distinctive, addictive two-stroke sound – you've got to love it!"

**DBR:** What do you do for a day job?  
**RW:** "I'm a landscape gardener."

**DBR:** Do you have a boss that's sympathetic to your cause?  
**RW:** "I'm self-employed so I try to be sympathetic!"

**DBR:** Is the prospect of injury and time off work always at the back of your mind when you race?  
**RW:** "It is but I try hard not to think about that and just concentrate on my riding."

**DBR:** How much time do you get to train/practice?  
**RW:** "Well I'm injured at the moment but when

I'm not I like to try and ride twice a week and train twice a week."

**DBR:** What sort of cost is involved in trying to ride the full two-stroke series?

**RW:** "The sport in general is expensive. I don't know exactly how much it costs because I'm lucky in that my mum and dad help me out a lot."

**DBR:** Who does the spanner work on your bike?

**RW:** "Kev Green from MX Prep and then my dad has a go when we're at the track."

**DBR:** As a privateer which is the MX related job that you dislike doing the most?

**RW:** "Definitely preparing air filters!"

**DBR:** If you were given £500 to spend on your bike what would it go on?

**RW:** "Suspension upgrades would be money well spent."

**DBR:** Do you have a pimped up semi in the paddock?

**RW:** "Haha, 'fraid not – it's a van and caravan for us."

**DBR:** Which is your favourite UK track?

**RW:** "Canada Heights."

**DBR:** What's been your best ever result?

**RW:** "Winning the Red Bull Open Junior two-stroke series in 2012"

**DBR:** What's your ultimate goal in motocross?

**RW:** "To progress as far as possible in the

British championships in either MX1 or MX2."

**DBR:** Would you rather go to the gym or KFC (other fast fat outlets are available)?

**RW:** "Gym... then on to Nando's!"

**DBR:** Who is your biggest on track rival?

**RW:** "I don't really have one rival in particular."

**DBR:** If you were given the opportunity to ride a season for any team in the world who would it be and why?

**RW:** "I would like to ride for any major team that's running Suzukis because I absolutely love the bikes."

**DBR:** Do you have any sponsors?

**RW:** "Yes I'm lucky to have a few. I'd like to thank Jim, Karen, Broc and Ty at Zeronine Graphics, Kev Green at MX Prep, Andrew Bell for suspension, Alex Walker from Restart Energy Drink, Burt Poppell for any major engine work and my mum and dad for supporting me all of the time no matter what."

**FLYING LAP!**  
**THE QUICKFIRE ROUND...**

Rihanna or Beyonce? "Beyonce."  
Salt n' Vinegar or Cheese n' Onion? "Neither."  
Night in or night out? "Night in with the missus."  
Cairolì or Stewart? "Stewart."  
Blonde or Brunette? "Redhead!"  
Red or brown (sauce)? "Neither."  
Tea or Coffee? "Tea."  
Ant or Dec? "Ant."



# HAIL THE RETURN OF HYVINKAA!

Old-school has never been more alive as this summer sees the MXGP circus return to some classic venues...

Words and photos by Jack Burnicle

**I**n a welcome return to traditional motocross grand prix circuits, venues like marvellous Maggiora in northern Italy and hurricane fast Hyvinkaa in southern Finland have been restored to this year's Youthstream calendar after years of neglect.

Hyvinkaa lies 30 miles north of Finland's capital city, Helsinki. Its biggest manufacturing industries are Kone elevators and cranes and Ruskungas – the country's biggest producer of electric guitars. The town's most famous sportsman is four-time world motocross champion Heikki Mikkola and it hosts a massive annual beer festival that attracts 10,000 visitors.

World 250cc championship grand prix racing originally arrived at the rapid, undulating sand track that whoops and hollers its way through a tall fir forest in 1965. The winner was Swedish legend Torsten Hallman on a Husqvarna. In fact, Husqvarna and Sweden dominated Hyvinkaa's early years. Ole Pettersson claimed the only GP win of his career in 1966 and in 1967 the man who would lift Yamaha's maiden world MX title six years later, Hakan Andersson, won the first of his nine grand prix successes. Fabled Finnish drinker Kalev Vehkonen extended Husqvarna's run in 1968 before even more notorious beer-swiller Joel Robert stepped in for CZ in '69.

A second Finn triumphed in 1970 when emerging powerhouse and genuine local lad Mikkola – on another Husqvarna – prevailed. Then came the first Japanese success, achieved by Suzuki's current grand prix team owner Sylvain Geboers – on a Suzuki! Sylvain did it again in 1972 before Hakan Andersson actually clinched that historic 250 title for Yamaha at Hyvinkaa in 1973. But the next two years belonged to Europe as little Harry Everts – always a wizard in sand – punched his famous twin-carb Austrian Puch to back-to-back wins.

Missing from the 1976 calendar, Hyvinkaa returned to welcome the all-conquering Russian

Gennady Moiseev (KTM) in '77. 12 months later Moiseev was enmeshed in a herculean world championship fight with Swedish Kawasaki star Torleif Hansen. Hyvinkaa was the penultimate round and Hansen won race one from compatriot Hakan Carlqvist (Husqvarna) and finished second to Vladimir Kavinov's KTM in race two to claim overall honours.

1979 witnessed the start of Hyvinkaa's domination by Flying Dutchman Kees van der Ven. The Maico-mounted sandfly bested Kavinov by one point to claim his first-ever GP victory, though van der Ven's English team-mate Neil Hudson beat them both to win race two and another pair of Maico-mounted Brits, Midlanders Vaughn Semmens and Rob Hooper, finished top six overall!

Finland was often scheduled alongside the Swedish grand prix and in 1980 they constituted the last two rounds. Van der Ven once more swept all before him and after missing the 1981 calendar, Finland returned again for the critical penultimate round of a fierce world championship contest between Danny LaPorte's Yamaha (managed by Hekki Mikkola!), Georges Jobe's Suzuki and van der Ven's KTM. The Dutchman did it again to clinch his Finnish hat-trick in a thriller, edging a tiebreaker with LaPorte after they'd taken a win apiece with Jobe, twice second, just a point behind them! That day of high drama meant the trio sailed to Sweden's final round separated by barely 20 points...

It was Hyvinkaa's turn to stage the last round of 1984 and etch another headline into motocross grand prix history as the only 250 triumph for Belgian Marc Velkeneers (who'd won seven 125GPs) and niche Italian manufacturer Gilera. But Finland slipped once more off the 250GP schedule, this time until 1989, when ex-125 world champion Pekka Vehkonen (Yamaha) followed his uncle Kalevi, the 1968 winner, into the record books and became the third Finnish winner of a grand prix at Hyvinkaa. >>





UNDISPUTED ROYAL  
HIGANESS OF HYVINKAA,  
KEES VAN DER VEN  
FLIED THROUGH THE FIR  
TREES TO VICTORY IN THE  
1980 FINNISH 250 GP





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NEIL HUDSON  
SPEARHEADS BRITAIN'S  
SURGE TO SECOND IN  
FINLAND'S 1979 MX DES  
NATIONS



ERIC 'THE KID' GEBOERS  
WINS THE 1986 FINNISH  
500 GP AT RUSKEASANTA,  
"MY SECOND HOME!"

After the 1990 round had been diverted to Kuopio, in central Finland, their 250cc grand prix regrouped for its 20th and, until now, last visit to Hyvinkää! Appropriately it marked its farewell with another Pekka Vehkonen masterclass. Despite being on the downside of his colourful career, Pekka traded race wins with ex-champion John van den Berk. As well as being Hyvinkää's swansong, 1991 also marked Vehkonen's 17th and last grand prix victory.

Finland's other MX Mecca, Ruskeasanta, a quarry on the outskirts of Helsinki, hosted 26 Finnish MX GPs between 1962 and 1998. With the launch of a world 250 championship, the Vantaa Motoklub ran three quarter-litre rounds won by homeboy Aarno Erola and two men en-route to world titles – Torsten Hallman in 1963 and Joel Robert in 1964.

But Ruskeasanta's reputation burgeoned with the arrival of 500GPs in 1965, its popularity among riders readily illustrated by the number of multiple winners. Brit Jeff Smith (BSA) won in 1965 and '66 and home hero Heikki Mikkola

(Yamaha) swept all four motos in 1977 and '78 while Eric Geboers not only doubled up in 1985 and '86 but also won in 1988 and 1990.

"Ruskeasanta is like a second home to me," smiled the 23 year-old Belgian in 1986 after setting fastest practice lap a full two seconds quicker than team-mate Andre Malherbe. It also suited Max Anstie's dad Mervyn who was nursing an injured left foot. "Not many left-hand bends," grinned Merv. "In fact, not many bends at all – just fast straights with wiggles and jumps!" The ferociously fast sandy highway actually featured more jumps – 18 – than corners – 16!

The crowd perched round the rim of the cavernous quarry beneath lofty silver birch and fir trees. Andre Malherbe led the world championship from Dave Thorpe by three points but Ruskeasanta changed all that. Geboers holeshot and controlled race one ahead of a terrific duel between David and Andre which ended after 20 minutes when Malherbe had to pit and change a broken back wheel. Second moto Thorpe staved off Geboers in a thrilling contest



GRAHAM NOYCE GRABS  
HUGE AIRTIME DURING  
HIS FIRST-RACE CHARGE  
IN THE 1979 MX DES NATIONS

until half-way round the final lap, when Eric hurtled into the lead. Suddenly Malherbe trailed Thorpe in the championship by 18 points...

Ruskeasanta also held a tremendous Motocross des Nations in 1979. Belgium, featuring Roger De Coster, Harry Everts and Malherbe were strong pre-race favourites. But Graham 'Rolls' Noyce and his twin-shock Honda arrived as newly-crowned world champions supported by 250GP vice-champion Neil Hudson and his Maico team-mates Rob Hooper and Vaughn Semmens.

The Tirrurlian course was in prime nick on a warm, sunny weekend but Belgium lost their fourth man Ivan van den Broeck, who crashed over one of the fast jumps during practice and broke a leg. Noyce charged magnificently through a pack of superstars in race one, devouring Everts, Malherbe and the duelling De Coster and Hudson to nail second behind Dutch sandfly Gerard Rond. But Hooper broke a front wheel four laps in and poor Semmens ran out of petrol and had to heave the Wheeler Maico 100 yards through deep, sapping soil, accompanied by the loudest cheers of the day before collapsing at the chequered flag, a heroic 14th. Belgium's three-man squad, all in the top five, led handsomely though Great Britain, thanks to Noyce and Hudson, held a distant second place ahead of Holland and West Germany.

'Rondo' once more holeshot race two but came under attack from Noyce until the new world champ's outstretched left leg struck a rock and he pulled out in great pain. What drama! Hudson fought with Everts while Hooper responded magnificently fighting past Russian reigning champs Moiseev and Kavinov and Germans Kobele and Schmitz by half-distance. Torleif Hansen and Kees van der Ven both retired with shattered rear wheels and Malherbe punctured his back tyre. Dutchman Gerrit Wolsink took the lead but compatriot Rond's Suzuki ran dry 200 yards from the finish! With Malherbe a gritty 13th, Belgium took the spoils but Hudson's fourth, Hooper's seventh and Semmens' 17th places were enough to seal a superlative second for the Brits, managed by Dave Nicoll, ahead of West Germany, Russia and the Netherlands!

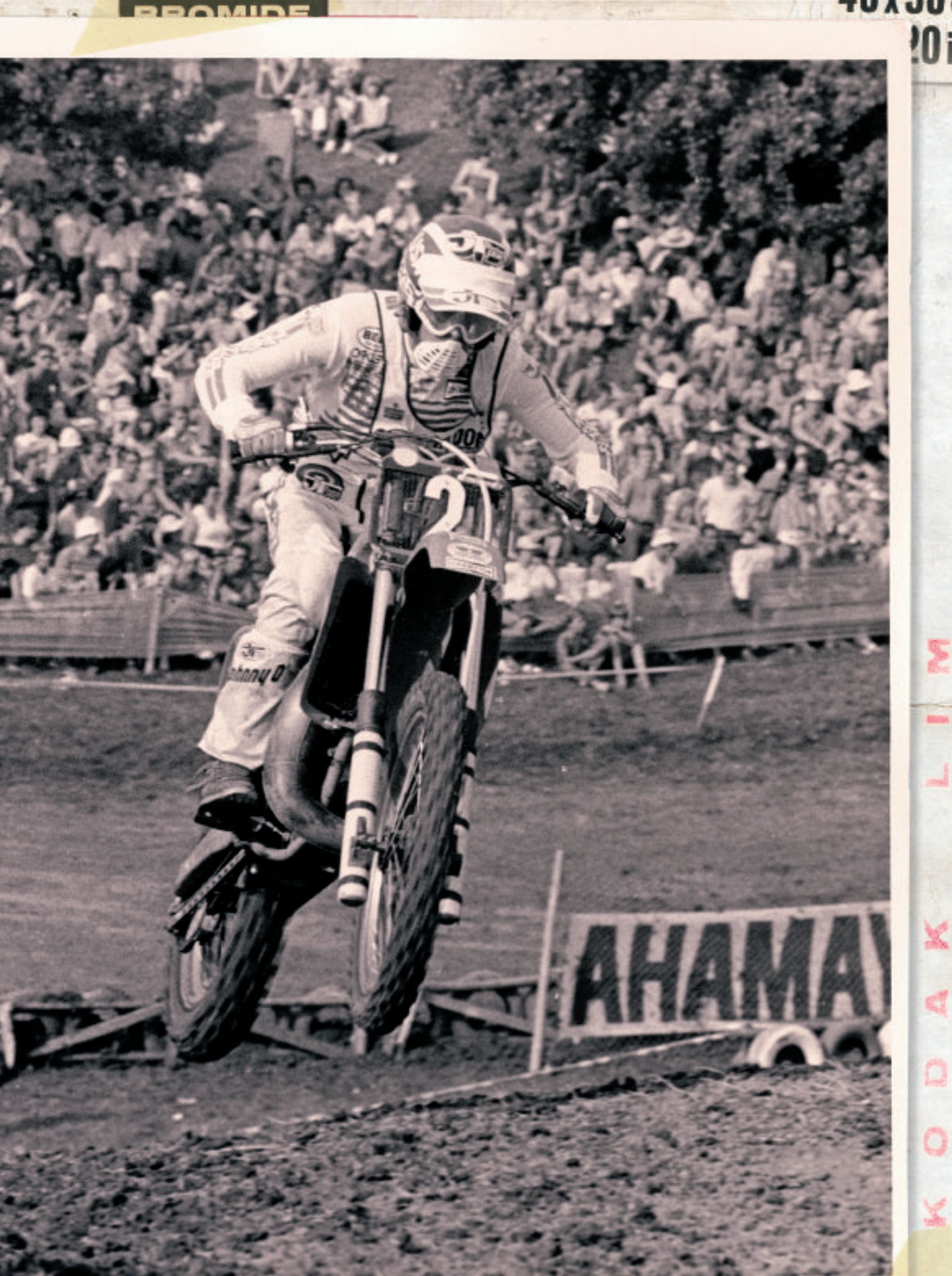


## GO, JOHNNY O!

*Johnny O'Mara leads Harry Everts' Suzuki during the 1982 Trophée des Nations at Gaildorf in Germany. Although Everts found a way past the American rider, Team America still beat Belgium in the overall classification by 11 points to take their second TdN title in a row.*









special feature |

**Shaun Anthony is the  
main man behind the  
Oakleaf Kawasaki team**





# GREENFINGERS!

HOW OAKLEAF KAWASAKI'S SHAUN ANTHONY HAS SUCCESSFULLY GROWN HIS TEAM FROM A TINY ACORN INTO SOMETHING WAY BIGGER...

Words and photos by Mark Turner

**J**ust two years ago Oakleaf Kawasaki appeared as the new kids on the block and at the time if you'd have asked us what we knew about them it wouldn't have been all that much. Of course, we now know a lot more as in those two short years Shaun Anthony has turned his West Country based squad into one of the biggest and most respected squads in the British motocross paddock. Intrigued to find out even more though we hunted Shaun down to discuss how the team is going about searching for the next Tommy Searle, how passion is king and that the original Bad Boy himself is welcome to saddle up at any time...

**DBR:** The team have just enjoyed what can only be described as a remarkable couple of weekends – you must be one happy guy?

**SA:** "Yeah it's an amazing feeling – surreal even. From getting our first podium in a British championship and then going out to win a Red Bull Pro National moto against world class competition was amazing. You know I think the key to all of this is having dedicated riders within a dedicated team. Nothing has been easy for us and each and every one of us has worked so hard to get where we are today and I'm just so happy for everyone under this awning."

**DBR:** So where did it all begin?

**SA:** "Well I'm 31 years old now and can honestly say I've been involved in and around motocross all my life. It's been a family tradition as my dad, uncle and brother all raced but funnily enough I only got to ride for fun as at an early age I thought my future was in football [Shaun played for professional clubs in his youth and at a semi-professional level until the age of 28.]

"It was my brother Dave who got me into the idea of running a team. He was riding at quite a decent level and out of the blue got some graphics made up for his bike with our Oakleaf building company logos on them which in turn happened to generate some work and also some sponsorship from the people I was doing

business with which then helped fund his racing.

"The situation then progressed into what I called a 'team'. I started to support two riders in the Remedies Bar championship in the South West – my brother Dave and Scott Gains who was coming back from an injury. Just as important though was that it involved me, my dad and brother which was just great. So in theory we were sort of running with two riders and it was at that point I can remember thinking I could probably do something bigger.

"The main turning point for us is when we hooked up with another local lad Tommy Alba. Dave had been riding with him and suggested that maybe we help him out and promote him at national level in MX2. Watching him ride I just knew he had the potential. At this stage neither Tommy nor ourselves had competed at national level so we were all feeling the pressure a little but we rocked up to the first Red Bull Pro National and Tommy stuck in some decent rides. From that point onwards I knew people were asking questions – firstly who's Tommy Alba and more importantly from my point of view who's this Oakleaf Kawasaki outfit?

"This urged me on to get into the pro pits where I knew I had to be in order to get the support from sponsors in the motocross world. Towards the end of the year I signed MX2 rider James Dodd who was another South West based rider. We finally entered the pro pits with our pop up gazebo set-up for our first MX2 ride which was really the point I knew that one day my goal was to win this championship! It was amazing to be set up at Foxhill with Daddy pulling out the first corner in the top five and having the team name shouted out over the tannoy system!"

**DBR:** It was in 2012 when we saw the emergence of Oakleaf Kawasaki as a major team though. Bearing in mind you were only in the Red Bull Rookies the year previous you must have worked hard during that winter to get things together...

**SA:** "Yeah but you know it was just the case of making the decision to run a pro team which was going to be so much

different in every aspect to what we had done in previous years. Then doing the work to assemble a good group of sponsors to enable us to do the job in a competitive and professional manner which fortunately I was able to do which in turn enabled us to offer deals to Tommy Alba, Jake Millward, James Dodd and Alex Snow.

"To be fair signing Alex was massive for us and showed we meant business. I had spoken to Ross Burridge the season before and said 'look I really want to form a Kawasaki team is there any way I can be involved with Kawasaki'. He must have thought I was just another crazy motocross fan making his day a hard one but I couldn't have been more honest. It's like the old cliché goes 'if you don't ask you don't get'.

"I didn't see Ross again until I took the chance to go to the Dirt Bike show. I told him at the Kawasaki stand that I'd been speaking with Alex as he was from a town local to the team base and he was still looking for a ride. By the end of the day I'd walked out with him signed and with the backing of Kawasaki Motors UK. Now that was a good day's work!"

**DBR:** And you came away with a championship title...

**SA:** "Yeah, Jake won the Red Bull Rookies title but it could have gone either way between him and Tommy. It wasn't until it was all done and dusted that we sat back and took onboard what we had done."

**DBR:** And for 2013 you're obviously looking to build on what you achieved last year...

**SA:** "Yeah for sure. We need to carry the progression forward and try and establish ourselves as front runners in both the Maxxis and Red Bull Pro Nationals. We've made a few changes to our rider line up which now takes the form of Shane Carless and Alex Snow in MX1, Jake Millward in MX2, Gradie Featherstone in MX2 and young Tom Hulme as our Academy rider."

**DBR:** What's been the thinking behind the 'Academy'?

>>



**SA:** "It all stems back to my background playing football at youth level. If you look at most professional sports these days – football, cricket or rugby – all the big clubs will have academies, structured places where the students are taught every aspect of their chosen sport if they were to make it to a professional level.

"What we are trying to replicate is that very structure into the team in the hope of maybe producing the next Tommy Searle. So Gradie and Tom will be trained in-house by our pro riders at our training days and by myself on how to conduct themselves for example towards sponsors and the public.

"Then when they reach MXY2 level – as Gradie has – they are brought into the awning and treated the same as our pro riders. I just think that being taught these sort of things at an early age is such an advantage. I've seen it before when young riders have walked into big pro teams and not been able to handle the

pressure simply because they haven't been put in that position before.

"Obviously these plans are long term and all I ask in return from the riders is 100 per cent effort and commitment. It has to be that way for it to work but who knows in years to come the effort may well pay off."

**DBR:** Let's talk sponsorship. I see that the new truck is sign written up with an abundance of sponsors – have you found that with your progression as a team securing deals is becoming easier?

**SA:** "I wish! That side of the job is without a doubt the biggest headache and it's basically my job in the off-season – negotiating the right deals and making the right decisions as to whom and what products will be good for the team. As the team has grown into what we have here today a few people have actually approached us with an interest of coming on board.

"We have a great relationship with Kawasaki, One Industries, and CGH/Pro Circuit products which only a couple of years ago we were having to go out and buy ourselves so that we could go racing. But with major worldwide brands such as those wanting to be associated with us proves to me that we must be doing something right.

"We also have a dedicated area on the back of the truck to promote sponsors that are local to the Taunton area. We're quite a big thing in the area now, getting decent coverage in the local press plus we've made the point of doing the Premier MX championship which offers the local sponsors the chance to come along and see what we do and they all love it. We are currently leading the championship with Shane Carless and hopefully he will go on to win it too. It's important my local sponsors get their promotion in the right areas and that works well in that championship.



After winning a Red Bull Rookies title for the team Jake Millward has stepped up to the pro ranks







Shane Carless has made big steps forward since joining the Oakleaf team



"With sponsorship I'm always trying to find ways to attract new companies in the hope that one day we will get the kind of budget some of the other teams run off. At the moment times are tough but hopefully one day we will get it and then we can prove what we are really capable of."

**DBR:** Watching the team at work everything seems to run like clockwork and everything seems organised yet there's a pretty chilled out atmosphere. Is that a reflection of your work ethic?

**SA:** "You know what? The one thing that makes this team tick is the passion and love for the sport – it's the one thing that gets us through the season."

"Every one of the guys here makes up one big family and are massive fans of motocross. My dad drives the team truck and maintains it – my best mate does all the cooking and is also one of the team sponsors. Most of them have raced – or still do race – and have wanted to be at British championship level in their careers. It's just a fact of life that for most of them that isn't going to happen so the second best thing for them to do is come and be involved with the team."

"I'm really happy with the team I have, the mechanics work their socks off and do such a

great job maintaining the bikes. For sure we'd all love to be able to do this full-time but at present that's just not possible. Come Monday we're all either back on the tools or in the office and the preparation for the following weekend is done after work!

"This year I have built our own workshop where at the minute we have a part time mechanic but it's just on maintenance. We would love to get to the point of being able to go out and work with the riders with things on the track but at the moment it's just not possible."

**DBR:** What long term plans or goals do you have for Oakleaf Kawasaki – where do you want to be in three years time?

**SA:** "On a beach somewhere would be nice! Seriously though my goal is to get full backing from a manufacture – ideally Kawasaki – but that will come when the time is right."

"I want to be talked about like some of the other great team managers in the paddock. I'm serious about what I do. I not only want to win on the track but I want the best looking team, the best looking bike and to make the people involved proud to be part of it."

"Also GPs are on of the 'to do' list – not a full series as even I'll admit were miles off that yet but perhaps to cross the water in to Europe and to do a few would be real cool."

**DBR:** As a team manager you're considered to be at the hub of British motocross. What are your thoughts on the current state of it?

**SA:** "That's a difficult one to answer. You look in the pits at a lot of the team set-ups – ours included – and it looks pretty good and the racing is too. But some aspects of it are all over the place. In my mind this paying for rides nonsense isn't doing the sport any favours. I just don't believe in having a rider on your team just because they have the ability to pay. I'd rather have a rider on my team who comes back after a race with his helmet steaming who you know has given 100 per cent rather than someone with a bit of cash running around at the back – that doesn't interest me at all."

**DBR:** Okay last question. Three riders from any era on your race bikes for a season – who's it going to be?

**SA:** "Now you're talking... Well my childhood hero was the original Bad Boy himself Ricky Johnson so he's definitely in. Second rider is Stefan Everts – because who wouldn't have him on their team – and lastly it would have to be a toss up between Herlings and Ryan Villopoto. Green is the colour we roll with so RV you're in!"

**DBR:** Best get your cheque book out then...





**Kawasaki**

*Ryan Villopoto #1*

**1** 2011  
**1** 2012  
**1** 2013

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**D**ripping oil and leaks are the plague of a second-hand motorcycle – often resulting in the need for new parts even for something as basic as a stripped thread in an aluminium casing. The smarty-pants gang will take their bikes to the repair shop for them to fit an insert or helicoil, the less knowledgeable think the answer is to pay big bucks to weld up the hole, then drill and tap a new thread where the original had stripped. We have an even simpler answer, buy a kit and repair it yourself.

The kits we use are available from Wurth UK and pretty easy to operate. In this month's Dr Dirt we repair a stripped thread on a rocker

cover which was fortunately off the bike but it makes no difference where the thread is as long as it can be approached square on. Furthermore, no power tools are required – it's a hand job which just needs the kit, a ratchet tap wrench and a can of brake cleaner.

The finished job is a repair that is stronger than the original as it uses a solid carbon steel insert with a thread on the outside that's slightly bigger than the size you use. It's swaged into position and be unlikely to ever cause further issues. The bad news is cost! The inserts are not expensive but the kit is. That said it's easily recovered against the cost of a repair – particularly if you have several stripped threads.

# NEW THREADS!

**IF YOU'RE THREADS ARE STRIPPED IT'S TIME TO REACH FOR THE HELICOIL KIT...**

Words by **ROBIN BAYMAN** photos by **ANDREW WALCH**





**01** Clean the hole of debris with brake cleaner or an air line if you have one.



**02** Using a hand tap wrench, drill the old threads out, concentrate as hard as possible to keep your new hole central to the old thread.



**03** Clear the hole of swarf with brake cleaner. The swarf is soft and unlikely to harm your engine, although grease on the drill will attract most of the swarf.



**04** Counter bore the hole to leave a step deep enough to sink the insert head below or flush with the surface. As with the drill, grease will prevent swarf falling into the engine.



**05** Again by hand and using grease on the tap tool cut the new thread into the hole.



**06** Select the correct size and length insert from the kit, with the collar facing outward screw the inserting tool into the insert.



**07** With the tap wrench, screw the insert home until the collar fits snugly into the counter bore home. The base threads of the insert are not fully formed, by driving the inserter through the end is flared to prevent the insert coming out.



**08** The completed job should appear like this with the collar either slightly below or flush with the surface to get a leak free repair.



**09** After cleaning the bolt there is no need to be gentle because the repair is stronger than before and can be tightened to full torque.





*I'm not a pheasant plucker,  
I'm a pheasant plucker's son,  
I'm only plucking pheasants  
'till the pheasant plucker comes*



# RED TORPEDO!

*GODFREY GETS A GRIP OF KNIGHTER'S  
WORLD CHAMPIONSHIP WEAPON...*

Words by Geoff Walker Photos by Nuno Laranjeira

**W**hen the chance comes along to test a bike that normally does battle in the Enduro World Championship in the rather large hands of the legendary Mr David Knight then it must be taken. DK is well known for his hard work towards getting his machinery perfected and may sometimes go beyond the call of duty in his search for that perfection. This attention to detail and determination has brought him numerous world, AMA, British and extreme enduro titles over the years.

The large man from the Isle of Man is sometimes tough to work with on the mechanical side as the word 'sh\*t' is sometimes overused without a thought. I personally like this outspoken side to the man as he has the mechanical and riding ability to match any human on the planet.

So, that being said, when Knighter left the KTM factory fold after a couple of tough, injury hit years and decided to go it alone on Honda machinery it was no surprise to me. This guy knows what he wants and the fact he is investing in himself is to be admired. This is not a blow smoke up his ass statement, it is simply an observation of a man who lives to race and ride bikes with an unrivalled passion for the sport of enduro.

I know many riders who wouldn't think about riding a dirt bike if it meant they had to get their hands dirty. Knighter has won more than any of these guys and is still driven to work every hour of every day for success. This was proven on the day of the test as the Big Man was hands on in setting up the brand new race bike we were testing. Knighter's mechanic 'Greek' was left handing the tools over so he could get on with the set up at times during the morning. None of this is in any way

disrespect to his or any mechanic he has had but he likes a hands on approach. Call it old school or whatever but I grew up watching riders like road racer Joey Dunlop working on their own bikes so they knew everything was as good as it could be in their minds.

Chatting to DK and Greek it's clear that the CRF450 is a work in progress as improvements and tweaks are all part of the DK psyche. This bike is developed using parts and services pretty much available to all of us. The skill to developing any bike of this level of performance is putting the package together for optimum performance.

Looking around the bike the class is evident. The clean simple look from the graphics makes a statement and the personalised seat cover over the 12mm higher seat foam flattens the cockpit and gives the bike a great look.

This bike is of course all about performance though. This performance can come with a lot of style. This style comes from the personalised FMF exhaust system. The bike runs with a specially designed medium and small insert in the twin tail cans for smooth power and noise level reduction.

Power is provided from the super smooth motor which is modified with a slight change to the ignition mapping to provide a slightly smoother low down power. The only mechanical change to the motor is the Hinson clutch parts. The clutch is operated through a hydraulic clutch retrofit using a Brembo master cylinder. DP brake pads and discs are used to slow the red machine and the fully trusted Talon wheels provide the strength to cope with the punishment and abuse coming through the Metzeler FIM Enduro tyres and mousses. Keeping the CRF running cool are Samco Silicone Hoses and the >>



# NICE BOLT-ONS!

**BITS N' BLING THAT MAKE DK'S BIKE SING...**

- FMF Mega Bomb exhaust system
- Renthal handlebars, medium compound grips and 13/50 sprockets
- Evans waterless coolant
- UFO plastics and sump guard
- Powersport Grafx graphics
- Metzeler tyres and mousse
- Talon wheels
- Technical Touch KYB air forks
- OC1 tuned rear shock
- TM Designs chain guard
- Enduro Engineering shark fin rear disc protector
- DP brake discs and pads
- Samco radiator hoses
- GeCo special parts
- CMT carbon fuel tank
- Hinson clutch
- Rock Oil lubricants
- 12mm higher seat foam
- Chains – any the team can buy cheap



**The FMF exhaust system is a real work of art**

superb Evans Waterless Coolant which the team have tested extensively. The Evans product is a revolution in cooling fluid and helps the motor run stronger for longer even in the toughest of conditions.

As you would expect with a bike to rival the factory machinery, the suspension has to be spot on. This is the part of the bike the team work on a lot with Mark at OC1 suspension. The KYB air fork comes from Technical Touch before the OC1 team put the settings into the kit forks and modified stock shock.

DK buys his Carbon fuel tanks from Italy. The CMT tanks take an extra 1.5 litres of pump fuel. Renthal provide the Twinwall bars, medium compound grips and the final drive combo of 13/50 which amazingly is used by DK in everything from World and SuperEnduro to Enduro X at X Games. The rest of the spec of the bike





**Gripped n' ripped – Godfrey's a big man and a big fan of Knighter's bike!**



involves protection and practicality from TM Designs, UFO, Enduro Engineering, GeCo Special Parts and all lubricated and kept in tip top condition with Rock Oil products.

Every one of these products chosen by the team has to perform and with the experience of both DK and Paul Eddy involved in putting the team together there is a wealth of experience and testing to count on. To say I was excited to get on the bike would be an understatement. When a bike as good looking as this is presented for test I do get a little 'pumped'.

After DK had taken the bike for a quick blast and re-set the shock to balance the bike I was allowed to take to the track. I can't really describe the feeling of being handed the bike and being told to go steady. Cruising off on this very personal bike was a pleasure. Everything felt perfect and the tight and precise feeling to

every component was evident straight away.

The test loop incorporates plenty of single-track, some woods, motocross going and an endurocross section. My initial impression of the bike when hitting the track at speed was the firmness of the chassis. Precision handling is what is required at World level and bearing in mind how large Knighter is and this was what was expected.

This bike is the most precise machine I have ridden to date. You feel fully in control of every move and the light feeling when moving at speed is amazing. Basically, this bike is very capable of being ridden faster and more aggressively than I or any other normal human possibly could. My only feeling from the suspension was how easily the rear shock would move through from mid to full stroke when hitting a high speed face or drop. The great action on the shock and the fact

it was newly set points to the fact it was only a few clicks away from optimum performance.

The motor was the biggest surprise as the amount of power available was in no way a challenge. The smooth delivery and ability to be ridden easy through the tight going was amazing for what is a full on MX motor. There is plenty of power but it does nothing surprising. The mapping changes to soften the low down power work perfectly to allow this motor to show its versatility. The hydraulic clutch worked flawlessly during the test with a perfect feel at the lever and through the motor for a controllable feeling.

As the day progressed and I spent more time with the bike I genuinely couldn't find fault with the package. The light feeling was incredible and mixed with precision and instant smooth power makes Mr David Knight's Honda CRF450 one of my all time favourite machines...







# MOTIVATIONAL SPEECH!

## HOW THE WAY IN WHICH YOU COMMUNICATE CAN RADICALLY AFFECT YOUR RACER'S PERFORMANCE...

WORDS BY ED BRADLEY

**T**his article is for all the mechanics, helpers and parents who put the hours in preppin' bikes and driving all over the place to make things happen for race day only for your rider to ride like a complete and utter tosspot.

Well here are a few things to help you give your pilot feedback in a way that will help keep your team positive without destroying their confidence and causing conflict. There are much better ways than just shouting and screaming – or even worse saying nothing – and feeling frustrated with their performance!

A rider's best performance generally happens when they are in a good place, relaxed with their surroundings and happy. When riders are feeling confident and committed to get the results they want and are prepared, then racing becomes easy and even effortless.

But what about the times when riders just want someone to give them that extra information that will make the difference out on the track and give them the advantage they are looking for when all they get is some derogatory comment like 'well, you're crap in that turn... letting people pass... you'd be better in the slower class!'. Say stuff like that and you'll have a mardy rider who's mentally beaten before they've even begun.

One of the best things a mechanic can do is to pay attention to what their rider is doing really well because the more you can focus on the positive points, the easier it is for them to be happier and this is really important because of non-verbal communication.

It is said that 55 per cent of our communication is through our physiology. That means, although you might not be aware of it, if you storm in to the awning immediately after a race, forcefully put your bag down, grab the bike and march out to wash it, it is quite easy for your rider (and everybody else) to understand what

kind of mood you are in. Leaving your bystanders to make up their own interpretation of what is up with you.

Around 38 per cent of your communication is through the tonality of your voice. Imagine, your rider has come back from an awesome race and excitedly asks 'what did you think to that?' only for you to say the words 'yes you did amazing' with the tonality of 'yeah whatever'. The listener picks up this incongruent message, subconsciously and leaves them a little confused without knowing why.

Surprisingly, only seven per cent of communication is done verbally so make sure what you say is powerful and positive!

A great way of helping your rider feel good is to feel good yourself and you will be communicating that good feeling without even having to say anything. Be as congruent as you can when talking to your rider.

Here is a little exercise – watch people when they are talking and notice how many people are saying one thing, for example, 'your bike is handling great' and their body is saying something else as they shake their head from side to side! Which part of the communication will the subconscious mind of the listener pay attention to? That's right, the head shaking because 55 per cent of the communication is coming from your physiology – the head shaking. So next time you are telling your rider they 'rode well' make sure you are nodding your head up and down!

Here it is then, how can you keep your big mouth shut and stop yourself from letting rip? What can you do so that you can deliver positive, clean verbal communication... consistently? You can give it in a structured way that will leave both you and your rider motivated, happy and ready for more. There are three parts to giving effective feedback.

First, let your rider know what they did well in a race. Keep what you say clean by being specific to a certain skill, focusing on what they did rather

than what they didn't do! Instead of saying 'well done, you didn't fall off in that race' its better to say 'well done, you stayed on your bike all race, that was great!'. Find as many skills and elements of the race that your rider did well and let them know because the rider's subconscious loves praise and by receiving praise will want to recreate more of what you've just said to get more positive feedback in the future.

The second part of the feedback structure is really important and is what makes all the difference. What you are going to focus on is 'what your rider can do to make it even better next time'. Instead of focusing on what the rider is doing ineffectively and getting caught up in emotions that cause you to loose your cool, now you can tuck these old emotions out of the way and start analyzing what your guy can do to make their next race even better.

Instead of saying 'you are crap in that turn' you can say 'what you can do in the next race, to get an even better result, is to use the inside line in that turn and by doing that you will be able to protect your line and stay ahead of the riders you are racing with'. What makes this comment is the 'even better' part of the sentence because you are saying 'you did this well and now you can do it even better than before'. It presupposes that you had success already and that you will be building on that success.

Finally, after starting with what your rider did well and then what they can do to make it even better next time, finish off with an overall positive comment about the race 'You did really well then fella, you dug in deep and showed a lot of determination – keep it up'.

Racing is fun so the next time you have a challenging day make an effort to use this feedback method, keep your rider motivated and keep focused on what you want.







# THE MONEY PIT!

*A WHOLE LOADA GREEN WENT INTO  
MAKING THIS MEANIE A GOER...*

Words by **Rob Bayman** Photos by **Andrew Walch**



*They say black is slimming and this KX-F certainly made the RPM crew's wallets thinner*



**W**e use the same format for the KX-F as with the little YZ, though on this occasion we're wincing through the pain of all that drip fed money rolling from the bank account. The answer to the question about whether it being worth the regular racer buying a 2008 KX250F knacker, investing time and cash to get a high spec bike it's an easy answer – no! Not to this level anyway.

We sang to three different hymn sheets with the project bikes, three different levels of recovery for three bikes of varied condition. With little point in analysing such things as the capability of the electronic components and the few other unserviceable elements, we stuck to routine serviceable items within the scope of the home mechanic. Our KX250F was exonerated from death row at a local dealership where it was ready for breaking, although the reported list of damage or missing parts has proven somewhat inaccurate.

The bike was always known to be a basket case and bought on a buy as seen basis – or in this case bought as described over the phone – with the project in mind. To start with, the Honda header pipe that was piled with the bits was never going to fit, we just assumed it was a KX-F item as we assume the dealer likely did.

Once our inventory of parts was compiled we soon knew that we did not have a complete bike but in reality we were further from completion than hoped. On a positive, as our investigation continued, we were pleased that the problematic '08 gearbox appeared to be in good condition as this would have cost a small fortune to fix.

As more and more of the bikes 'assembled lumps' were pulled down our hearts sank when we identified the head was cooked and although the bike would have run with new cams, valves and guides we took the safe option to make a dependable bike and bought a brand new genuine replacement head and fitted a Hotcams

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camshaft, new cam chain, Prox stainless valves with new guides and springs.

November was dedicated to the head and remains the singular most expensive area of recovery with the associated parts costing over £1,000. Other engine work was required to meet the top-end standard and the crank was replaced along with the piston. In fact, pretty much all internal engine parts are brand new.

Not having to coat the frame was to represent a saving over its stable mates as the bare aluminium finish needed work although every bearing had to be replaced. One loss which we can now laugh at is having a young helper throw out the original air filter only to find it was still wrapped around the filter cage – a £20 error of judgement! With the chassis looking so well it was a natural progression to renew the rear linkage bearings.

The pipe came as a lucky breakthrough – we found a standard system off an earlier model in pristine condition. The cross-reference charts all say they changed for 2008 and that's true as the header pipe connection was moved to avoid collisions with the frame as chassis spec evolved. But a little adaption took easy care of that and the system fits a treat – it just can't be interchanged for either header pipes or tail cans from the '08 model.

The bike, sitting pretty with new plastics, cables, footrests, and virtually new motor had only one area left, and we were too far in to let the bike get let down by the wheels, cables and seat. No prizes

for guessing what came next. The wheels went to SM Pro for the hubs to be refurbished, new rims and spokes fitted ready for the new Michelin boots. This left only a few items of bling and consumables like the fuel pipe, grips, chain and sprockets to complete the project – or so we thought! Next came the Renthal inspired moment. You can't go much better than Twinwall bars but the oversize bars would not fit the standard mounts, Oh well, let's go the whole hog and fit the Renthal bar mounts for the Twinwalls and to cap that why not replace the stock levers with Intellilevers and hot start!

The issue is we spent too much – the process was beyond what is considered necessary to race with our project costing upwards of £3,000. We have a '08 bike that few will be able to match in standard or condition but admit the value of the bike is not worth the financial outlay. We made a White Elephant but learnt that compromise is essential in any recovery project unless you go for the glass cabinet racer. Any other '08 KX250F is likely worth up to £2000 while ours may be £2,500 in its condition. The conclusion is a loss of £500 on a good day but do you know anyone with a better 2008 KX250F?

After looking at a no expense spared measure to recover the KX-F to its former glory and previously taking a 'no chances' look at the YZ85 next month we go to the low budget recovery of the KTM, doing as little as possible to get a bike race ready while still turning it out nice.

## WHAT'S NEW!

- Renthal Twinwall bars, bar mounts and grips
- Renthal Intellilevers
- Renthal chain, sprockets and disc pads
- Control cables
- Kill switch
- Polisport plastics
- MXM graphics
- MXM seat cover
- SM Pro rims and spokes
- Michelin tyres and tubes
- Samco hoses
- Genuine sump guard
- Race FX shifter, axle blocks and footrests
- 2006 standard exhaust system
- Fuel pipe and breathers
- Filter and cage
- Linkage bearings
- Cylinder head
- Stainless steel valves with new seats, springs and collets
- Hotcams cam and chain
- Piston and rings
- Wiseco crankshaft
- Chain guards, rollers and sliders
- Throttle tube
- Kickstart
- Engine mounts and fixings



# ET

## HANGING AT HOME WITH FMX LEGEND EDGAR TORRONTERAS...

Words and photos by Ricky Monti

**A**s one of the true pioneers of the freestyle motocross movement Edgar Torronteras has been involved in the sport from the very start.

The 33-year-old Spaniard primarily made a name for himself as an up and coming racer but it soon became apparent that freestyle was where his real passion lay.

Since deciding to concentrate 100 per cent on jumping for dough Edgar has won many prestigious events – including X-Fighters Madrid in 2002. But there have been plenty of dark moments too – bone crunching crashes and lengthy periods spent in hospital. We caught up with the clown prince of freestyle at his home in Spain to get his take on his career so far and what he thinks about the current state of FMX...

**DBR:** Tell us about your riding career and how the change from racer to freestyler came about...

**ET:** "I started riding dirt bikes when I was very little – I was only three years old the first time my father put me on a small motorcycle. When I was seven I started doing motocross races – driven by the passion of my father – and it wasn't long before I started winning regional competitions, then the Catalunya regional championship and then I won the Spanish championship several times.

"When I was around nine or so I started taking off a hand or a foot over the jumps when I had a big lead in the races. My father didn't like me taking more risks than I needed to but I had fun seeing people's faces when they

saw me jump. I carried on like that until at the age of 15 when my father finally said 'Edgar you may have a future with these tricks' and having the support of my father really fired me up inside. It was around then that they had the first FMX shows in America and later in Europe at Paris Bercy and Barcelona."

**DBR:** Do you think your family would prefer for you to be an FMX or MX/SX rider?

**ET:** "I think my parents are happy with what I'm doing because I'm happy. My father liked supercross and motocross best because he was a motocross rider together with Toni Elias' father. Even my mother was riding when she was young and before me my older sister had a passion for bikes so it's only natural I would follow the family tradition."

**DBR:** You are one of the very first FMX riders in Europe and maybe even the world. How was the sport in those early years?

**ET:** "When I started doing this it was not really a sport because we were just some supercross riders that did trick shows in between races – that's how it all started. I remember that one of the first big shows was with me, Steve Lamson, Jeremy McGrath, Jimmy Button and Serge Guidetty. I only really got asked because Mike Metzger was hurt during the race and I replaced him for the show – from that moment I never left the sport. In those early days a can-can or a nac-nac really thrilled the audience but even then we knew we could grow it into something bigger – maybe not to this extent though."

>>







Whips like this landed  
Edgar an X Games gold



A student of DJ BBQ  
Christian Stevenson there  
are no burnt bangers when  
ET controls the grill





**DBR:** Tell us about a highlight of those early years...

**ET:** "I remember travelling to Las Vegas for the first major freestyle contest in 1998 where I was beaten by Travis Pastrana. Two years later I was able to beat him and for me that was a defining moment for my career as a professional freestyle motocross rider."

**DBR:** You disappeared from the scene for a long time. What happened?

**ET:** "Those first years everything was fine but in 2004 I had a serious problem during a race. The track was terrible. It wasn't possible to ride and I was discussing this with the head of the Spanish Motorcycle Federation who was there. I knew that he was paid to make that track and I insulted it and him quite heavily. The result was that he tore up my race license and suspended me for 18 months. After that I organized a freestyle event to make some money but on the second jump I landed short and broke both ankles – I also lost a testicle in that crash."

**DBR:** Then what did you do?

**ET:** "I came back after four or five months then I broke my femur and when I returned to the bike I had another accident which resulted in a severe concussion, broken collarbone and a punctured lung. I never gave up though and continued to believe that my bad luck would end sooner or later. When I recovered after that accident I crashed practicing a Holy Grab and broke my pelvis. There were five really long years where I was a constantly in and out of hospital."

**DBR:** How was it to finally start riding properly again?

**ET:** "Everything has changed since 2010 because I've been able to train hard. I've had no serious injuries and I started to participate again in all the major events in the world of FMX. For me it was business as usual but the difference was that the other riders had progressed lots while I was in hospital."

**DBR:** What did it feel like when you first landed the backflip on dirt?

**ET:** "Before my problem with the license I had already done a backflip into a foam pit and also with some combos which no other rider in Europe had done at that point. Then I had my injuries and it wasn't until 2006 that an event organizer called me and asked if I was doing the backflip yet and I said 'if you pay me enough I'll come and do it right now'. So I went and landed my first backflip to the ground in a show and then a backflip heelclicker. It was crazy but I was sure of what I was doing. The next thing I did was learn to flip at a longer distance."

**DBR:** What do you think about the level of FMX right now?

**ET:** "The level is really high and they all look crazy but I do not want to reach a level where the risk exceeds everything – I care about my life. In fact, I think X Games did well to take the Best Trick contest away because it was a detriment to the sport – just think of the recent deaths with riders looking for bigger and better tricks. I think Kyle Loza always risked too much and did not portray a good image of the sport. Now he can get back to doing what he did before – play the guitar – which is a good thing because I don't think \$40,000 and a gold medal is worth risking your life for."

**DBR:** How did you feel when you won your Best Whip medal in Brazil?

**ET:** "I am very happy with the result because my first time at the X Games was in 2008 and I never reached the podium. I wanted the medal so much and now when I think about – or look at it – I get so much joy because it is my first!" >>





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Edgar's a regular on the rider roster at Master of Dirt events



ET, Twitch and Lil' Hanny celebrate on the X Games podium



**DBR:** How will anybody beat Twitch in Best Whip when it's decided by the votes of the fans?

**ET:** "I hope that here in Barcelona it is a little less difficult because it is my city and my country. I do not like this way of judging even though it's innovative and holds the interest of the fans all over the world. But what's at stake is too important to be decided by a popularity contest – just think what would happen if a rider like James Stewart or Ryan Dungey took part."

**DBR:** What do you think about Speed & Style?

**ET:** "I love Speed & Style because it is the right mix of supercross and freestyle – this is like a demonstration for the future of the sport. The nice thing is the concentration needed when going fast in the supercross track and then an explosion of emotions when you jump the ramp. Probably in the future we will be able to increase the number of turns, jumps and ramps."

**DBR:** What is your specific training for

X Games?

**ET:** "A few days ago I finished the supercross track with different jumps and whoops and curves – it's quite technical and looks like what you would find at the X Games. Before building the track I could not train so I rode mainly on a freestyle ramp. Now I train a lot more because I like to ride the track. I train every day for five or six hours – I love working and feeling tired in the evening."

**DBR:** How do you train off the bike?

**ET:** "I work hard to have a body that's flexible for when I jump. Years ago we used to work so hard in the gym on strength but it was not necessary for freestyle because the result depends on the speed and agility rather than force."

**DBR:** Do you have other hobbies?

**ET:** "Yes, of course. I really like to play with the radio controlled car and I was Spanish champion at that. I also like DJing occasionally, graffiti

and wakeboarding but now when I have free time now I try to stay as long as possible with my wife."

**DBR:** We both know a special kid called Matej Cesak who is now part of the FMX scene. What do you think about him? Is he the future of FMX?

**ET:** "I think Matej has a natural gift for freestyle motocross – he has a unique style and could do many tricks with his eyes closed. Matej has already passed the difficult part now he only needs to grow up and he will frighten everyone!"

**DBR:** Last question... how would you like this sport to grow?

**ET:** "I think the way it's going now this sport will grow well. I do have an idea that will help the sport grow faster though – I would like to organize a championship for amateur FMX riders who are under 21 as I think that is the only way to discover the true hidden talents..."



# FACTORY

A CLOSER LOOK AT SOME OF THE BIKES MAKING THE HEADLINES  
IN THIS YEAR'S ENDURO WORLD CHAMPIONSHIP...

Words and photos by Future 7 Media

# INSPECTION!

**T**he Enduro World Championship is full of all manner of different makes of highly exotic while others little more than well-prepped stockers.

With the EWC passing the halfway point in its seven-round series at the GP of Portugal in Torres Vedras, DBR figured it was time to take a closer look at some of the EWC competitor's weapons of choice...





## GAS GAS EC 300

**RIDER:** Danny McCanney

**TEAM:** Gas Gas Pons Racing

**CLASS:** Enduro Junior

**CURRENT POSITION:** 3rd

One of the few prototype bikes in the EWC paddock, Danny McCanney's Gas Gas EC 300 will become Gas Gas' 2014 model. Aside from its striking white paint scheme, the frame has seen numerous tweaks that include a change in the steering angle. The swing arm linkage is also different to improve traction in the rear. Handmade exhaust, shorter silencer, different triple clamps plus a Rekluse clutch basket are among some of the many changes on the EC 300.

"This is basically a prototype of next year's production model," says Danny. "It's seen some changes in the frame and steering angle. The engine is pretty much stock. We've altered the power valve to smoothen out the initial hit of the engine to make the bottom end more useable. It feels more like what a 300 engine should. I run the suspension a little on the soft side but it's also something we constantly change, depending on where we race."







## TM 300 EN

**RIDER:** Aigar Leok

**TEAM:** TM Racing

**CLASS:** Enduro 3

**CURRENT POSITION:** 3rd

In Aigar Leok's TM 300 EN the factory uphold their belief that what they build for production is good enough to race on. The frame and chassis are standard while the engine is only cleaned and ported in-shop. Aigar prefers a five-speed gearbox mixing enduro and motocross gears. However, it's the carburetion setup that deviates from the norm. "Only Aigar is capable of riding the bike using this setup," remarked Luca Cherubini, the team manager. "The jetting is very rich – almost too rich. We usually change the spark plug after every time he rides. But it works for him."

"Since my motocross days I've always been a fan of the two-stroke," says Aigar. "It's light, handles well and is easy for me to ride. Only I can ride it the way I have it set. I like it to run very, very rich. Some of my friends have tried to ride it and have said it's not possible to ride it like that. But it works for me – so I'm happy."







## HUSABERG FE 450

**RIDER:** Pela Renet

**TEAM:** Husaberg Factory Racing Team

**CLASS:** Enduro 2

**CURRENT POSITION:** 3rd

The Husaberg FE 450 has undergone major development for 2013. The old 70-degree model has been phased out and the FE 450 has been brought in line with that of KTM. After two years falling in love with his previous bike, Pela Renet has yet to completely gel with the new model.

To date the team's focus has been on improving the engine characteristics. From standard the power delivery is good but needs refinement in the bottom end. The engine uses a different camshaft and altered engine mapping to try and provide more low-down power, where Renet likes it. Aside from suspension changes, the chassis, frame and fork rake are all standard. To compensate for Pela's height, the foot pegs are pushed further back.

"My bike is completely different than the model I raced last year," explains Renet. "It's strange because I spent two year working on the old 70-degree engine and now I am starting all over again with this bike. From standard the bike is good, but it just needs improvement in some areas, so it is exactly how I like it."

"However, doing that during the middle of the season is never easy. We still need to develop the bottom-end power as I like a lot of bottom-end power. It pulls strongly through the rest of the range so this is just the final bit of engine work that needs development. To push for the win in E2 everything needs to be absolutely perfect between the bike and rider. We're getting closer all the time."





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## HUSQVARNA TE 250

**RIDER:** Juha Salminen

**TEAM:** CH Husqvarna Racing

**CLASS:** Enduro 1

**CURRENT POSITION:** 3rd

The Husqvarna TE 250 is already a proven race winner. In the hands of Antoine Meo and then Juha Salminen they pocketed the 2010 and the 2011 Enduro 1 World Championships. But with the duo now facing off against one another – Meo on his KTM, Juha on his Husqvarna – those wins have proved slightly harder to come by for the eight-time world champion Salminen. Juha's team-mate Matti Seistola claimed a win on day one at the GP of Spain but the EWC most successful ever racer remains winless after the fourth round of this year's series.

As the season has progressed the bike itself has undergone many changes. The team have worked extensively on the engine. Upping the compression, altering the injection body position and using a larger Leo Vince header pipe has helped increase bottom-end power to suit Salminen's needs. With Juha short in stature, the team changed the triple clamps from a 25mm offset to 22mm.

"In December we arrived at a base setting that we've been trying to improve on ever since," offers Juha. "In an ideal world it would be perfect not to change anything but at this level there is always room to improve. At the moment we're working hard on the performance of the engine and trying to squeeze a little more power from the bottom-end without sacrificing too much up top. I like my suspension set up a bit stiffer than stock. Aside from adjusting the clickers I won't change it throughout the year. What I started on in Chile will be the same as what I finish on in France. I'm not the tallest rider so we use a lower triple clamp and a harder seat to give more feeling with the track. The foot pegs – titanium – are wider than normal and the same as what I used in 2011."





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## KTM 350 EXC-F

**RIDER:** Ivan Cervantes

**TEAM:** KTM Enduro Factory Team

**CLASS:** Enduro 2

**CURRENT POSITION:** 2nd

Engine work on the KTM 350 EXC-F has been surprisingly limited. The team achieved a good setting with Cristobal Guerrero in 2012 and instead have focused on improving the fuel injection system by opting for the same model as used by the factory motocross team. Sacrificing some top end performance has made for stronger bottom power. Ivan runs a standard frame, swing arm and radiators. He prefers the feel from a round front disc as apposed to a wavy one and uses a different Brembo calliper. The clutch spring is changed to offer a heavier feel. The front forks are 52mm Cone Valve WP and while Ivan sets the suspension on the soft side during winter testing he's since tweaked it to make it a little stiffer. Other than titanium foot pegs, a carbon fibre sump guard and Neken's braceless handlebars the KTM 350 EXC-F remains relatively unchanged.

"The KTM 350 EXC-F is an incredible little bike," reckons Ivan. "It's a small bike but with an amazing amount of power. I think it's the best all round bike for the special tests. It's so easy to ride in the extreme test and has plenty of power in the cross test even though it is 100cc less than my rivals. The biggest change I've noticed coming back to KTM is the chassis. It's so much better than what it was in 2010. Overall I'm more than happy with what I've got."





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## HUSABERG TE 125

**RIDER:** Jamie McCanney

**TEAM:** Husaberg Factory Racing Team

**CLASS:** Enduro Youth Cup

**CURRENT POSITION:** 1st

The Husaberg TE 125 that Jamie McCanney rides in the EWC is almost identical to the production model. Its only extras are a few after market parts from the KTM Power Parts Catalogue bolted on. Jamie is not your average 125cc pilot – he's extremely smooth – so the factory use an SXS ignition to provide extra punch down low. Add in a firmer seat, different handlebar bends and you've got a bike capable of winning a world championship – if you've got a rider like Jamie to match it!

"I've not really had much time before the beginning of the season to test the bike due to my shoulder injury" says Jamie. "I've basically raced it as it left the factory but it seems to work just fine. I tried messing about with gearing but have reverted back to standard. I ride it a lot different than most normal 125 riders. I always seem to pull a gear higher than everyone else. It's my style and if I try to ride it the conventional way I just end up crashing. Overall it's pretty much stock but it works well and I'm getting the job done."





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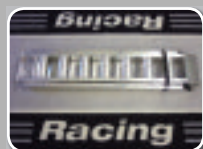


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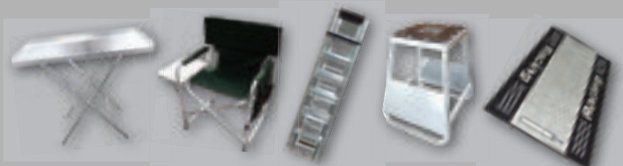
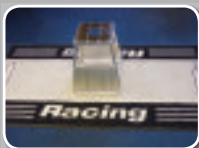
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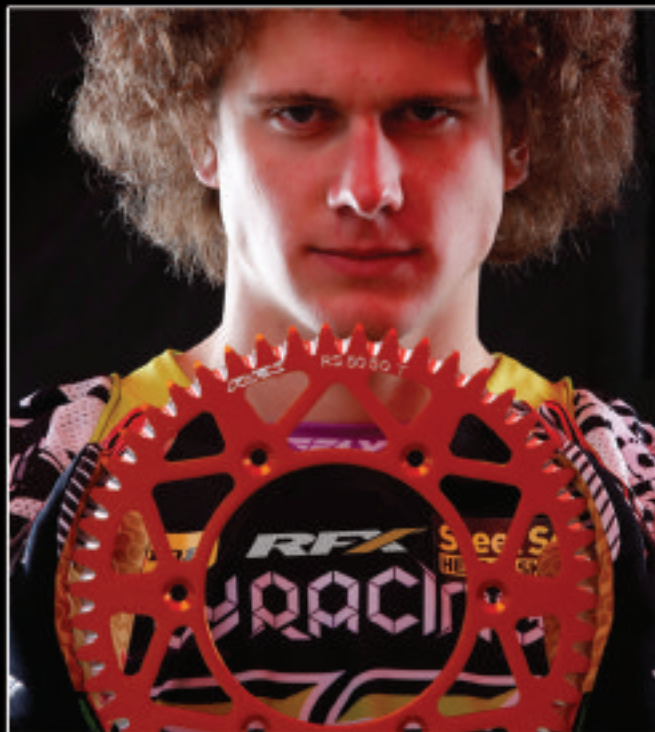
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*Rob Davidson is the big surprise of 2013 so far*

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Adamson together with fourth placed Matthew Callaghan, Ben Putnam – who's currently third in points – and main challenger Brad Todd all have

their work cut out if they are to reel in Davidson although a pair of wins for any of them could turn the tables in Northern Ireland. Callaghan, Davidson and Todd all have performed well at the Irish GP circuit in the past and the series shoot-out at Porter's Pit should be a cracker.

At the penultimate round run at ACU HQ in Northamptonshire heat wins for both Adamson and Davidson were backed up with a fourth place finish each. Although tied on points Davidson duly took the top step with his 4-1.

Delivering his best ride of the season and taking the runner-up spot in heat two was Irishman Glen McCormick who claimed third overall – watch out for him on home turf. Following two solid rides Putnam settled for

fourth overall and along with Todd stands joint second in the series – seven points off top spot.

Josh Gilbert was the race one runner-up and after carding eighth second time around the rookie finished in fifth overall. Brad Todd in sparkling form just one week earlier at the British Youth Nationals and the MXY2 series leader going into Milton Park will be rueing his relatively poor 9-5 finish.

## SERIES STANDINGS!

### MXY2

1 Rob Davidson 101, 2 Brad Todd 94,  
3 Ben Putnam 94, 4 Matthew Callaghan 88,  
5 John Adamson 84



*Matthew Callaghan could still clinch the MXY2 title*



*Ben Putnam is joint second with one round to run*



*John Adamson has scored race wins at FatCat and Milton Park*





Rossi Beard is the boy to beat in the 65s



# BEACHBOYS!

**THE EYC HEADS TO SOMERSET SEASIDE TOWN WESTON-SUPER-MARE FOR ROUND TWO...**

**T**he Elite Youth Cup down on the beach always promised to be a great event and with the weather gods smiling, a huge crowd attending and the sideshow pumping it ticked every box. It was so good in fact that there's already a solid commitment to do it all again next year. On both days the track prep was awesome – it then became a full on test of man, machine, technique and fitness!

The 65s had the toughest task of all and some were resigned to a weekend of pick it up and get on with it. For Finley Rossi Beard though it was a corker as he went 1-1-2-3 and in the process jump started his championship effort by taking the overall win. Series leader Gary Ashley finished in a close second overall running first in both of Sunday's heats. In claiming third overall Joel Rizzi (2-2-3-5) nailed the best performance of his young career – also underlining his fast growing reputation.

Charlie Cole really should have bagged the Smallies overall win down at Landrake. He ended the Cornish meeting disappointed with second but at W-S-M it was total jubilation as he stood on the top step. Charlie reckons sand isn't his favourite but with two race wins a second and a third he now leads the championship.

Manx maestro Jed Etchells ran true to form by excelling in the sand as he won the final heat to take second overall. In third another rasping show from Tom Grimshaw – particularly on day two as he nudged out Dylan Woodcock in a fourth race clincher. Both guys carding one second each as best. Showing a masterful turn of speed the opening race win went to Callum Green.

In the Biggies sand supremo Jordan Eccles must have really fancied his chances for a Sunday box topper. His race four show was certainly box office as he fought his way from a distant dead last to fifth but ultimately Jordan finished second overall. Jay Hague has been the main man to beat all season – Eccles managed it just the once but with three resounding victories and another overall win Hague has the section and the season well under his control. Elsewhere in the division Mitchell Lewis, Albie Wilkie, Brett Pocock and Joe Jefferies all shone with individual podium finishes.

By his own admission Rookie runner James Harrison struggled with his starts – and a crash at the very start of race three didn't help one little bit either – but ultimately laying down a 1-3-3-1 card he stylishly made it two from two

overall wins in the series so far. Second on the weekend and second in the series Dan Thornhill had his fair share of issues to deal with too – a heavy prang in heat one and a sand choked motor in race four – but with wins in motos two and three it was another powerful show from Dan. Matty Callaghan showed the right stuff helping him towards third overall while series contender Rob Davidson hit fourth overall.

## SERIES STANDINGS!

### 65

1 Gary Ashley 373, 2 Jack Carpenter 339, 3 Lewis Hall 339, 4 Ike Carter 334, 5 Eddie Jay Wade 298

### SW85

1 Charlie Cole 374, 2 Tom Grimshaw 359, 3 Jed Etchells 348, 4 Christopher Mills 306, 5 Dylan Woodcock 300

### BW85

1 Jay Hague 402, 2 Mitchell Lewis 359, 3 Jordan Eccles 340, 4 Albie Wilkie 322, 5 Joe Jefferies 314

### ROOKIES

1 James Harrison 381, 2 Dan Thornhill 365, 3 Rob Davidson 345, 4 Tom Neal 300, 5 Matthew Callaghan 292

Josh Gilbert yanks the holey





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Jack Kelly is runner-up in the Youth Open class



Super stylish Albie Wilkie



Jay Hague is king of the Big Wheel class

## WOOLEY JUMPERS!

THE BRITISH YOUTH NATIONALS KICK OFF T'UP NORTH...

**H**itting the dirt at Culham this weekend – that's June 8/9 – round two of the British Youth Nationals start with Lewis Hall, Dylan Woodcock, Jay Hague and Brad Todd as the four section leaders.

With an exhausting seven races per class the Wooley Grange opener was a true value for money epic – and with six wins and a second against his name it's hats off to top points scorer Lewis Hall. Across the card the only real disappointment was the half full line ups – hopefully round two will see a numbers boost.

In the 65s laying down a killer show, Derbyshire lad Hall was beaten just the once by Curtis Trimble – Husqvarna pilot Curtis taking five seconds and a third too grab second overall. Joel Rizzi snatched weekend bronze while Jack Galvin turned in a couple of storming rides taking fourth while Buster Hart and Drew Kemp rounded out the top six.

With three race wins apiece it's ultimately dead equal between Dylan Woodcock and Nathan Claughan in the Smallies. Woodcock won the meeting on the overall tie-breaker but it's all to play for next in Oxfordshire. Third overall finisher Harry Kimber will be relishing the more familiar round two hardpack and he'll also be hoping to put some race wins on the board. The other SW heat victory at round one went to Callum Green as he nailed fifth overall.

In the Biggies North East runner Jay Hague didn't have far to travel to race. And after nailing down another overall win a memorable Hague hat-trick now sits in the record books – this following opening round box toppers at the British Masters and EYC. Irish contender

David Galvin came closest to spoiling the JH party – Galvin finishing just six points adrift in second overall and with one race win on his card. Hague claimed three wins as third overall Albie Wilkie pocketed a speedy pair. The other heat win going to James McFayden as he won the Saturday opener.

Along with John Adamson who scooped the race four win Brad Todd, Jack Kelly and Rickie Roderick were the eye catchers in the Youth Open section. In a classy show Cumbrian stalwart Todd was outstanding, bagging five heat wins as Cheshire charger Kelly claimed the other. Welshman Roderick ran a fast pace weekend long until a last race puncture and a busted up thumb meant he had to settle for third overall.

## SERIES STANDINGS!

### 65

1 Lewis Hall 312, 2 Curtis Trimble 295, 3 Joel Rizzi 273, 4 Jack Galvin 260, 5 Buster Hart 249

### SW85

1 Dylan Woodcock 297, 2 Nathan Claughan 297, 3 Harry Kimber 267, 4 Jed Etchells 265, 5 Callum Green 249

### BW85

1 Jay Hague 289, 2 David Galvin 283, 3 Albie Wilkie 273, 4 Jolee Hart 272, 5 James McFayden 270

### YOUTH OPEN

1 Brad Todd 305, 2 Jack Kelly 287, 3 Rickie Roderick 280, 4 John Adamson 253, 5 Jay Lamb 249

## MAX ATTACK!

MAX BATESON GETS READY FOR A RUN AT THE EMX150 CHAMPIONSHIP...

**A**s new ideas go the Honda EMX-150 series isn't strictly a brand new one (a 2010 series lasted just one round) but the fresh twist given by Honda in 2013 certainly is. The basic idea is for parents to stump up 7,950 Euros and for this you get a fully prepped bike to race in a five round series on the undercard of GPs starting in France on June 9. Further rounds will be run in Italy, Germany and Belgium with the finale at Matterley Basin in August.

In a nutshell Honda is offering an all inclusive deal including the ownership of a CRF150R, fuel, tyres, motorcycle transportation, parts, work stations and tools as well as coaching from world championship level racers in a special facility at each round. Racing made simple the Honda way, no hassle, just bring your kit along and ride – and after the final event you get to take your machine valued at around 5,000 Euros home with you. The series is designed for racers aged 11 to 14 and unlike the EMX-85 series you can have a 15th birthday in the year of competition.

It's a revolutionary idea that might take some selling – and Honda are the first to admit that they could run in the financial red with it in year one.

A few months back Max Bateson contacted Rage to say he intended to race the series. I have to admit his was a new name to me and no real surprise there as Max is a newbie to the sport with less than 12 months off-road experience. The 14-year-old Surrey lad had his first taste of action learning to ride astride a TY175 mud-plugger last summer and quickly getting the dirt bike bug he moved on to a Suzuki 85 big-wheeler and then onto a four-banger Honda.

With not much competition experience other than a few local meetings with the Kensworth club Max has been trained up at with a few stints at the Dave Thorpe Honda Off-Road Centre in Wales. Good luck with what should be a great adventure!



## GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK









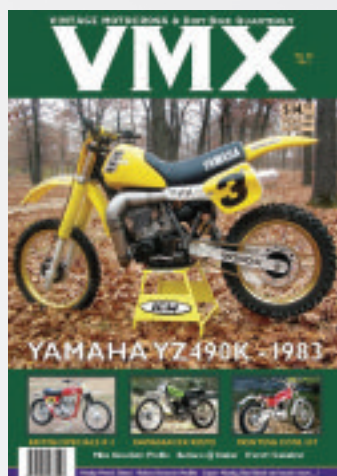
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